

REPORT

ON

IMMIGRATION TO NEW BRUNSWICK,

IN 1873,

BY THE

Hon. B. R. STEVENSON,

SURVEYOR GENERAL.



SAINT JOHN, N. B.

DAILY TELEGRAPH PRINTING AND PUBLISHING OFFICE,

1874.

182000 0

REPORT.

To His Honor, the Honorable Samuel L. Tilley, C. B., Lieutenant Governor of the Province of New Brunswick:—

MAY IT PLEASE YOUR HONOR,—

The discharge of the various, and in many respects arduous, duties devolved upon me during the past year, in carrying out the administration of the Immigration policy of the Government, has called for more assiduous attention, and greater sacrifice of personal and private interest, than has usually been required of the Surveyor General of the Province; and it now becomes my pleasing duty to make a report to your Honor upon the efforts in Immigration to New Brunswick made since the date of my last report, and the success which has attended them.

The operations of last winter in the preparation for Immigrants to arrive under the arrangement with Captain Brown, as contained in the minutes of Council of 16th August, 1872, referred to in my last report, were prosecuted with as much success as the severity of the winter permitted. The early setting in of cold, accompanied with the frequent and heavy snow storms, prevented much being done in road making. The house contractors proceeded with their building; and I have to thank them for the energy with which they prosecuted their work against many difficulties they had not contemplated when they entered into their contracts. Owing to the depth of the early snows, the land chopping could not be done as satisfactorily as it could have been done in ordinary winter seasons. The survey of the tract was made by Deputy Beckwith into one hundred, and two hundred, acre lots, fronting on the different roads; the routes of which were determined according to the general outline furnished by Captain Brown. There was considerable correspondence with Capt. Brown, with regard to the progress of his work, and in connection with his undertaking. I met him in Boston on the 28th January, 1873, and got a full report of what had been done in Scotland.

During the Session of the Legislature, most cordial support was given to the efforts of the Government; and no difficulty was found in carrying out the recommendation for a larger appropriation for Immigration than heretofore, to enable the Government to fulfil the contracts with Captain Heller and Captain Brown; the policy of which latter was generally complimented and fully endorsed.

I had not, during the winter, the opportunity of personally visiting the works. On the 16th April, however, I proceeded, in company with Messrs. Taylor, McHardy, Patterson and Harper, four of the colonists' associates of Captain Brown, who had shortly before that date arrived in New Brunswick, to visit the work of preparation for them and their fellow associates. On arriving at the district

selected for the Scotch Colony, I found that about eight miles of the road line had been cleared of the trees, and that some of the houses were not yet completed. Better progress had been made than I expected. I made the best arrangements I could for more active operations, so as to be as well prepared as possible for the arrival of the colony. The great depth of snow at this date was very much against success in this matter.

After spending a day at the settlement, Messrs. Taylor and McHardy returned to St. John to obtain supplies for the store which they were to establish for the reception of the colony. Messrs. Patterson and Harper remained in the district.

THE DANISH COLONISTS.

The best that could be done for the Danish colonists during the winter was to give them some chopping of land for the Danish immigration (to arrive in the Spring under the contract with Capt. Heller), and the clearing out of some of the road line on which the expected colonists would be located. Many of these settlers found work in the County of Victoria, outside of the colony, they having, since their arrival in New Brunswick, acquired sufficient knowledge of the English language to enable them to undertake almost any manual labor they were able to obtain.

Though the winter was very severe, good health prevailed among them; and on my visiting them, about the 21st April, I found they had passed through the winter quite as satisfactorily as I had expected they would.

I found, however, that there would be a great difficulty in satisfactorily carrying out the arrangement in Capt. Heller's contract, whereby the Government agreed to secure to them work for two years; and, during this visit, I made efforts to arrange with them to accept the same terms as were secured to Capt. Brown's colonists, and succeeded at this time with some of them.

Expecting a considerable addition this year to this colony, I was required to make some preparation for their reception at the colony; and made arrangements for the erection of a building, 100 feet long by 18 feet wide, which I divided into eight rooms, in each of which I placed a cooking stove.

Already some of the colonists had made arrangements to remove from the "temporary accommodation" provided for in Capt. Heller's contract. With this temporary accommodation vacated, and such other accommodation as I was able to obtain in the settlement, I believed I could, with the building I then contracted for, make comfortable provision for the number I expected. The snow at this settlement, at this date, was very deep for the season of the year.

On my way down the river, I learned that Capt. Heller and part of his colony had arrived, and the Scotch colony with Capt. Brown had sailed. I advised that the Danes be retained at St. John, and employment be obtained for them there, if possible, until the the season should be more advanced, the snow gone, and the building completed.

The active demand for labor on the St. John Water Works afforded an opportunity for this suggestion being carried out. Temporary accommodation was

secured for for their re gladly assen ment of the

On my ar him for a ch their guaran

The exper fulfilment o a consideral on the road each person details, the involved; a too apparer secured, tem

In this m after full ex tiate it, che it upon the that they ac to Capt. Bro

Between ations for th Arrangement transport di Landing.

The back of the colon

In view o the river at from the De for a short t

The sugg arrangemen either at St got their b posed to acc ing that in face the m afterwards I gladly bea

of the road line not yet completed. Best arrangements were made as possible for the winter was very much

McHardy returned to establish for the in the district.

g the winter was (to arrive in the g out of some of Many of these ony, they having, ge of the English or they were able

among them; and ssed through the

ntisfactorily ear- the Government his visit, I made secured to Capt. n.

was required to de arrangements which I divided

remove from the contract. With odation as I was building I then expected. The n of the year.

art of his colony I advised that for them there, w gone, and the

orded an oppor- mmodation was

secured for them in the Barracks at St. John, which were fitted up comfortably for their reception. Good health generally prevailed among them, and they gladly assented to accept the employment on the Water Works as a fair fulfilment of the Government engagement to provide work.

On my arrival at St. John, I met Capt. Heller, and opened negotiations with him for a change of his contract so that the Government might be relieved from their guarantee for two years' work to the Danes.

The experience of the past year had fully satisfied me that the satisfactory fulfilment of this part of the contract involved a very great deal of anxiety, and a considerable outlay of money, when the work could not be provided for them on the roads in their own settlement. The difficulty in securing such work as each person is desirous of obtaining necessitates extensive inquiries and many details, the result of which are not an equivalent for the labor, time and expense involved; and oftentimes over-fastidiousness as to the character of the work is, too apparently, made an excuse for unwillingness to faithfully perform work secured, tendered, and accepted.

In this matter of change of contract, Capt. Heller met me very cordially, and after full explanation to him of the reasons which induced me to endeavor to negotiate it, cheerfully assented to bring the matter before his immigrants and urge it upon their favorable consideration and adoption. The terms offered were that they accept, in lieu of Capt. Heller's contract, the same terms as were given to Capt. Brown's colonists under the minute of Council of 16th August, 1872.

THE SCOTCH COLONISTS.

Between the 1st and 10th May, I was very much occupied in making preparations for the reception of the Scotch colony, whose sailing had been announced. Arrangements were made with steamers plying on the river St. John for the transport direct from the Anchor Line steamer "Castalia" up river to Kilburn's Landing.

The backward Spring presented many anxious considerations for the comfort of the colonists on their arrival.

In view of the absolute impossibility of getting, in one day, from the bank of the river at Kilburn's to their houses, by any means at our disposal, I secured from the Dominion Government a number of militia tents for accommodation, for a short time, in case of bad weather on their landing.

The suggestion was made, and by many urgently pressed upon me, that arrangements be made for the accommodation of the women and children either at St. John or Fredericton while the men went forward to the colony and got their houses thoroughly prepared for their reception. While at first disposed to accept this suggestion, I finally determined to take all forward, believing that in their wives and children they would find strength and firmness to face the many difficulties I knew were before them. The experience I had afterwards with them satisfied me that I was correct in this determination; and I gladly bear testimony to the perseverance, determination, self-sacrificing energy

which many of the wives manifested in this matter, as largely contributing to the very decided success of the colony.

The following is an interesting sketch of the leave-taking and voyage of the colony by George Troup, Esq., written while crossing the Atlantic:—

THE "CASTALIA," May, 1873.

THE GATHERING OF THE COLONISTS.

The parties of emigrants who had resolved to form the New Kincardineshire county in New Brunswick began to leave their homes early on Friday, the 25th April, and an agreement having been made for a special train on the Caledonian Railway, from Aberdeen to Glasgow, the first party consisting of 120 individuals from Kintore, an ancient, although a small borough and parish on the Don, at the entrance of the Garioch of Scotland Railway, soon after 6 a. m. on the morning named. They were joined by a much smaller party at Buxburn, a station near Aberdeen, almost in the suburbs of that city, connected with the largest paper manufacturing works in the world. The emigrants have been almost exclusively engaged in agriculture, with the exception of two from the paper works, who may some day assist in the conversion of New Brunswick wooden pulp into paper, now that the process is found to be practical and profitable, and is favorably regarded in the Province.

LEAVING ABERDEEN.

A large number of persons assembled at 8 a. m. in the Aberdeen station to witness the departure of the emigrants, and the addition to their numbers from the parishes of the city was equal to that of the two preceding detachments. The train left exactly at 8 a. m., and in a few minutes had cleared the boundaries of the city, crossed the Dee, and was in the Mearns or

OLD KINCARDINESHIRE,

for it will hereafter require the prefix, denoting antiquity, especially if its descendant or namesake attains the celebrity in well-doing anticipated from the character and skill of its founders. Much interest has been felt for several months in the movement in Kincardineshire; and although a small county, it has had placed upon it the labors connected with this emigration. Through its boundaries—some 34 or 35 miles—the special train for the far west was the object of much enthusiasm.

FAREWELL SIGNALS

hung out at or were waved from the remote farm houses visible on the line. Field laborers paused in their work to telegraph their good speed to the wanderers. Especially at Stonehaven and also other smaller stations within the county, the special train gathered length of carriages, and while many partings were sad to see, sadder to feel, yet the public evidently believed that old acquaintances and friends were parting from them, and old associations for new scenes, but for their good. It is difficult in a new country to sympathise fully with the feeling that an old countryman has for the hills and glens, the fairs and lakes and streams of home; but then the home has gathered up and concentrated the poetry, the history and traditions of more than two thousand years of classical. Then there are those old churchyards, those Saxon "God's acres" to part with, and all that they contain; but other spots will succeed to and be very like them in new lands: for the lands are very new indeed where these acres have not been trenched. The destiny and privileges of Britain include these partings as paragraphs in its daily chronicles; and old Kincardineshire may feel that it is doing well its part of the work, and will be able to say to New Brunswick "A party of emigrants equal in all respects to those we commit to your charge never before left our old shores for the new."

After the
Scotland, no
it's only a
within the
since the
Tiber!"

Out of the
the old "no
time brought
bawling on
flashing up
ened at the
at the intru
to a huge c
the still and
water rush
architect R
Past the B
the Bath o
Edinburgh
wealthy: a
of all turre
ment—and
crossed, the
who sought
that blue
train rushes
and iron fu
not be dela

Thanks
miles travel
in abundan
officials of a
see again, n

The only
Line, had
through Gl
Anchor ste
the number
all the pass
sent forward
the party s
had just co

All the m
sued; and
pleted with

The part
its projecti
in carrying
his position

ely contributing to

PERTH TO GLASGOW.

and voyage of the
antic:—

ALIA," May, 1873.

cardineshire county
25th April, and an
nian Railway, from
s from Kintore, an
entrance of the Gari-
homes by the Great
named. They were
deen, almost in the
ing works in the
griculture, with the
n the conversion of
ound to be practi-

station to witness
s from the parishes
ts. The train left
of the city, crossed

f its descendant or
arctic and skill of
movement in Kin-
t the labors con-
or 35 miles—the

ine. Field labor-
rs. Especially at
ial train gathered
e to feel, yet the
rting from them,
in a new country
e hills and glens,
ered up and con-
ousand years of
made old cairns
o acres" to part
e very like them
have not been
s as paragraphs
g well its part of
ants equal in all
res for the new."

After the train passed over the North-Esk into Forfarshire only a few families joined at different stations: and after the Tay was passed and Perth, the older capital of Scotland, none joined. The scenery around Perth is fairer than the fair city itself, and it's only a moment's thought, but a multitude of centuries and generations are embraced within the thought of this moment: "What vast changes have come over the scene since the Roman legions looked down from that southern hill, and shouted 'Ece Tiber!'"

Out of the long dark tunnel that extends almost from Perth to the Brig o' Earn, and the old "north countrie," was left behind for ever by many of the emigrants. A short time brought them to the Allan Water, celebrated like the Earn in their old songs, but brawling on merrily by the side of the line, dashing through beneath it at one point, flashing up in a twinkling at another: then turning away at a great bend, as if frightened at the fiery horses, and next creeping quietly back to take one more curious look at the intrusive strangers: the Allan Water having put the constructors of the railway to a huge cost in bridge building, by way of return, accompanies their trains down to the still and quiet Forth, to the battle-fields of Scotland's independence. Train and water rush on together past old Dunkeld with that wonderful cathedral whose unknown architect Ruskin so much admires, as a man unequalled in our art degenerated times. Past the Bridge of Allan, a town unknown to even comparatively Scotch Gazetteers—the Bath or Cheltenham of Scotland—suddenly raised into a magnificent place by Edinburgh and Glasgow, as a fashionable resort for the citizens who are weak and also wealthy: and that is the Wallace monument on the hill to the left—the most useless of all turrets, said an English gentleman, for all Scotland is the proper Wallace monument—and Stirling Rock and Castle is on the right, and bye and bye the Forth is crossed, the river that from the Roman times downwards has cost much blood to those who sought to cross it in wrath—and far away to the left are "the links of Forth," and that blue ridge on the horizon is Arthur's seat, hanging over Edinburgh. But the train rushes on madly past mining villages, through clouds of smoke from clay kilns and iron furnaces, on and on to Glasgow, for "the express" follows closely, and must not be delayed by "the special."

Thanks to "the Caledonian," the party passed a pleasant day. On the 180 to 200 miles travelled on that line no over-crowding was necessary. Carriages were supplied in abundance, with the utmost accuracy to a minute, and attention on the part of the officials of all classes at all stations to the passengers, whom they were unlikely soon to see again, marked the journey to the Buchanan Street Station.

THE CLYDE—EMBARKING.

The only delay occurred at this point, for although Captain Brown, of the Anchor Line, had ordered a sufficient number of omnibusses to convey the party at once through Glasgow to Mavis Bank, on the south side of the Clyde, where the outward Anchor steamers are berthed, yet some person in the omnibus office had supposed that the number exceeded the necessity of the case, and 4 to 5 in the afternoon came before all the passengers had got through the city to the steamer. All the luggage had been sent forward on a previous day, and the berths and passengers' tickets being numbered, the party soon got all into their places on board the *Castalia*, a very fine steamer that had just completed the first voyage out and in.

All the arrangements had been systematically made and were as systematically pursued: and the entire "fitting" and "location" of the passengers on board were completed with remarkable regularity, and in a brief time.

CAPTAIN BROWN AND THE ANCHOR LINE.

The partners of the Anchor Line have taken a deep interest in this movement, from its projection by Captain Brown of their line, who has expended a large sum of money in carrying out his scheme, and six months of his time; and time to any gentleman in his position is not less valuable than money: it is money. Somewhat similar schemes

of emigration have been devised and explained by philanthropic politicians, but to him belongs in a very large measure the credit of practically showing how emigration to the waste lands of the south-east, the south, the east, and especially the west, may be useful to the "Home," "Colonial" and "Imperial" interests; and how emigration may become a stream of moral and vigorous life into our untilled regions.

THE DEPARTURE

of Anchor Line steamers from the Clyde is a daily event, and very rarely indeed are the ladies—the wives and daughters of the partners—seen on the deck of a departing emigrant steamer, but a feeling deeper than curiosity and nobler by much attracted several of these ladies, who watched the proceedings with a warm interest. Towards evening the Rev. Dr. Adams, the convener of the Free Church Colonial Committee, came on board the *Castalia* to bid the emigrants farewell. He read with them the 23d Psalm—addressed them in kind and weighty words of both encouragement and warning and engaged in prayer for them and theirs, for their safe guidance to their new homes—their happiness and prosperity in them—and over all other progress their growth in grace, and their preparation in and through the Redeemer for that immensely greater journey than the then contemplated voyage, which all must take. It was gratifying to notice how the voice of devotion hushed the bustle and noise not merely on the ship, but among the multitudes who crowded the Quay on business or from curiosity. Towards 11 p. m. the *Castalia* left its moorings at Glasgow and passed down the Clyde to the tail of the Bank, opposite Greenock, remaining there until 11 a. m. on Saturday morning.

THE COLONISTS.

The *Castalia* is the first emigrant vessel that ever left a British port with an equal number of emigrants, but without a single case of intoxication among them. No other ship since the arrival of the *Mayflower* has brought to America an emigration so completely of a family character; and no vessel has ever conveyed so many young children to a port in America—for the *Castalia* sailed with 198 children under 12 years of age, and has arrived with 199. Its emigrants are almost exclusively in families, and hereafter emigration to the new County of New Brunswick will probably be confined to families or married persons. No party of the same magnitude could have been more agreeable or so united. Several families of emigrants, unconnected with the colony, were on the *Castalia*, but necessarily 90 to 95 per cent. were for New Kincardineshire.

DOWN THE CLYDE.

The *Castalia* having dropped down to Greenock, or the Tail of the Bank, on Friday evening, sailed on Saturday the 26th April, at 11 a. m., in a fine April day; although in London frost was dimming the hopes of the market gardeners and snow covering their early crops; while farther north than Glasgow, or even Aberdeen, wild winds had swept the waters and caused sorrow on the shores of the Moray Frith.

All great Scotch and English cities have a tendency to go out of town. A long street of villas and gardens: here and there a village, which is really a town of some importance stretches along the Clyde for forty miles, and the river is merely a rather broad road between the rows. Glasgow has been joined by Greenock, Paisley and the iron districts in the construction of this extra-mural street, divided by the broad and crowded water way, backed by stupendous hills and rugged mountains; piled in positions that induced the late Emperor Napoleon to call the Clyde the natural arsenal of the British Empire. To many of the north-eastern emigrants the sail and the scene were as novel as they could possibly be to visitors from the ends of the earth.

TO THE FIRTH OF CLYDE.

On passing the Cumbræ and the Kyles of Bute and having got out beneath the shelter of the blue and rugged Argyleshire mountains; achieved a little earlier; the voyager may creep close to Arran and find some fence from the cold north wind which was blowing in great strength on that Saturday evening.

ON TO THE SEA.

The half way pillar between Ireland and Scotland, Ailsa Crag, attracts all eyes. It was raised for the purpose when the earth was formed, or when the fountains of the deep were broken up. A look at the high, strong rock, alone in its majesty, towering over the wide waters unmoved by storm or tempest, gives to any mind an idea of Scott's accuracy even in his poetry, when he makes the Bruce say in his last charge to his chieftains before Bannockburn—

"Lord of the Isles, my trust in thee
Is firm as Ailsa Rock."

The scenery of this Firth of Clyde is very grand. The Scotch land stretches like a semi-circle, or rather two-thirds of a circle, to the Mull of Galloway on the south. The Antrim coast of Ireland approaches to meet it within ten miles on the north, with also a bold and rugged front. Downshire stretches out to the south to within twenty miles, with gentler shores and richer fields, with many little, pretty, shrub-hidden villas and villages before Belfast, built at the top of its magnificent Lough, can be reached. Round the Mull of Kintyre, away by Rathlin Isle, north and north against this sharp wind clearing the decks of the sickly and weak, far away from the Belfast Lough, and to me a multitude of pleasant memories—the *Castalia* speeds on: past the "False Giants Causeway" on to the "True"—may our life's progress ever so be, even if the current leads us round the elbow of a sheltering land—out in the dun night and its fading flight and its rising sea, on and on, though we float in a tempest, to the true in feeling and in heart. For a little longer Scotland struggles to break the north wind for her daughters and sons, by those long blue ridges, barely traceable on the northern horizon, all we shall see at this time of the clustering western isles, once the home of the Culdee Missionaries, out of which they sped as men equipped to raise the Christian light and its hope of progress on earth, and peace in heaven, over Scotland, England, and Western Europe. But we try to catch the outline of the Irish coast, by Ballycastle, the mouth of the Bann, Lough Foyle, and Donegal: finally, the light failed us sooner than the Irish hills, and in a dark and rough night those who cared to go on deck were told that they could see the last light on European ground—the light of Tory Island—and so we parted from Europe, the smaller of the four great continents, yet the richer as yet of modern times in the great work of the world.

FROM LAND TO LAND.

The following day was cold and cloudy, with now north, next head winds, and occasionally part of both. The *Castalia* carried a multitude of whom few were inured to the sea, and many were prostrated by sea sickness, and there was abundant work for Captain Brown, who was in charge of the emigrants, and others in cheering and helping them. But when evening fell, those emigrants who stood out the sea, wished for a meeting consistent with the Lord's Day objects, and it was held in the saloon, which was crowded by men—scarcely a woman was able to be present—either from personal inability or the discharge of duties due to children or relatives. The last three days of April were clouded above, and the sea was slightly stirred by north and west winds, in which the Irish sea gulls disappeared, and left us solitary on the ocean, but our convalescents became daily more numerous and stronger, and an increase occurred among our children, previously 198, now made 199. May day came next, and at noon we were in latitude 51.33 N.: longitude 32.21 W.: and with rather pressing head winds our run for the previous twenty-four hours had been 152 miles, or 100 miles under the capacity of the *Castalia*, without any wind. May day was cloudless, as it should be: cold as it need not be; and still the wind rose against us as if to protest that we were not wanted in the west; so that the sea became a little more disturbed, and some of our people thought the swell high, but they were mistaken. Our run in the twenty-four hours to noon of the 3rd May was 236 miles, then the wind went clean in front of the steamer and made a rough tumbling sea, with plenty of pitching and rolling for some of our passenger's sea feet: and trouble with dishes and food, all inclined to run in some way not wanted, and disinclined to steadiness. Matters became worse as the day wore

on, and the waves of the Atlantic rose in height, spread out in breadth, and got crested or streaked with white foam. During the night we had a heavy gale, and our progress was reduced to 105 miles for the day. The gale increased during the following night, and grew into serious work; but the moveables were all pretty well secured ere then, and early on that morning the wind began to fall and turn a little to the north, then farther, and at last got altogether out of the way—so that our progress at noon was 135 miles. In these two days one, and rather more than one, complete day of the *Castalia's* average speed was lost. The sea did not sink quite as quickly as the wind. On the contrary, the Atlantic was tempestuous during the day; but to an amateur in pitching and rolling the exercise was not disagreeable, as the *Castalia* never jerks or jumps in the trials for which the ship is blameless. There is the smallest possible vibration in the working of the engine, and this quality originates in good workmanship, and the rolling is done with all the perfection of a spring well suspended and fixed to the solid earth. The day was dull to many of us, yet we had good meetings on that Sabbath, in the afternoon with the children and their parents in the large after steerage—in the evening in the saloon. Monday came, and the wind had a hold of the north. It was coming over ice, skilled men alleged, at any rate it was putting down or keeping down the sea, and on Tuesday it was said to be coming over Newfoundland, but the day was good, while Wednesday, Thursday and Friday were remarkably pleasant sailing days. Nothing in the matter of floating could have been pleasanter, and I remember no more beautiful weather on the water, than in these three days with the *Castalia* skirting Nova Scotia. Some feelings of gratitude mingled in this pleasure, for we passed, 100 miles east, the scenes of the lamentable catastrophe of the 1st of last April, and, as the means, we were grateful that our passage, nearly closed, had been made in a good ship and under most skilful and always watchful guidance. One of your pilots, Mr. Henry Spears, came on board at the head of your good bay, 70 miles from St. John, and brought the *Castalia* to anchor near Partridge Island, at 1 a. m. on the 10th.

On the morning of Saturday the 10th May, I received information that the "*Castalia*," with the colony on board, had arrived in St. John. Her arrival was signalled by rockets sent into the air from on board, and a boat with the steamer's agent and one or two other gentlemen was soon alongside. By five o'clock the colonists were nearly all on deck, presenting a remarkably healthful and tidy appearance after their sea voyage. Dr. Harding, the Quarantine Officer, boarded the "*Castalia*" shortly after five, and examined the colonists as well as the crew. The inspection over he briefly addressed those on board, remarking that he had seldom the pleasure of examining so healthy a lot of persons after an Atlantic voyage. The cleanliness of the vessel, both above and below decks, and her admirable facilities for ventilation, were worthy of every praise. The purity of the atmosphere between decks was such as he had never before found with anything like so many persons on board, especially at so early an hour in the morning. He concluded by expressing his gratification at seeing so valuable an acquisition to the population of the Province, and hoped that their future would be crowned with abundant success. Between seven and eight o'clock the "*Castalia*" was boarded by Hon. Mr. Willis, Robert Shives, Esq., Dominion Immigration Agent, and other gentlemen; soon after the steamer "*Olive*," which was to convey a portion of the colonists up river at once, was alongside. and, at the same time, members of the St. Andrew's Society put in an appearance. The "*Castalia*" then weighed anchor and, convoyed by the "*Olive*," steamed toward the city. As she approached flags were raised, and other signs of welcome were displayed. Before the ship was made fast to the wharf the

work
and
Before
were
man
merit
mini
John

Mr
and m
the sh
face o
but o
and, a
speci
here,
occasi
measu
of yo
spirit.
have i
count
with a
spirit.
friend
and s
scarce
alive
fancy.
its sho
to say
will n
cases
have s
which
have n
hand
vince,
meet
Those
advan
positi
minati
ence,
judicio
own;
resour
era of
ing all
on beh
heartly

In
In t
come,

work of transferring a portion of the colonists effects to the "Olive" had begun, and in an hour about two hundred of the people were on board that steamer. Before the fasts were let go for the up-river trip, a large number of the colonists were assembled on her saloon deck, where George Troup, Esq., a Scottish gentleman who had come over to the Province in the "Castalia" to enquire into its merits as a home for emigrants, was called to the chair. Rev. R. J. Cameron, minister of St. Andrew's Church and Chaplain of St. Andrew's Society of Saint John, delivered the following address of welcome:—

Mr. Chairman.—On behalf of the St. Andrew's Society in St. John, the office-bearers and members who are here present desire to bid you and your associates welcome to the shores of New Brunswick. Your safe arrival from the perils of the ocean, in the face of recent disasters and loss of life, is not only a matter of great satisfaction to us, but of great thankfulness to God. You come among us as emigrants from Scotland, and, as your fellow countrymen and those who claim kinship with them, we have a special interest in your welfare: and it is with the object of assuring you, as strangers here, that you have many sympathizers in your movement that we are present on this occasion to give you a hearty welcome. In leaving your native country we realise in a measure the sacrifices you have made. You have left a land which has been the home of your ancestors for generations—a land you have loved on account of its national spirit, its high-toned morality, and its religious and secular history. In doing so you have in many cases snapped the dearest ties which can bind the human heart to any country. But it is a matter of satisfaction that, while you will no doubt be in sympathy with all institutions peculiar to the country, you are resolved to preserve your national spirit. You come associated as Scotchmen: you have bound yourselves by ties of friendship; hand in hand, as one man, you have resolved to cast your lot in this land and settle down together. Here you will remember you have a country which has scarcely passed through the first epoch of its history. There are a few this day still alive who were among its first settlers—who saw civilization in this Province in its infancy. It is not necessary to describe the state of the country when they landed on its shores. With reference to the past and the changes which have taken place, suffice to say on this occasion that you come to this country at a time in its history when you will not have to encounter the trials and difficulties which your predecessors in many cases experienced. The way has been paved in a great measure for you. You will have social comforts, commercial advantages, conveniences of transit and communication which were unknown in former days. You must not, however, imagine that you will have no hardships, no difficulties, no severe trials. These will surround you on every hand for many a day. But, like most of your countrymen who have come to this Province, you will be resolved to encounter and overcome all difficulties and trials—to meet bravely all discouragements and disadvantages, and be successful in the end. Those who came to this country with this determination many years ago, with fewer advantages than you have, are to-day in many cases men of wealth and high social position. Remember then, that by endurance and perseverance, by patience and determination, by resolute action you may one day be in positions of comfort and independence, to which in all probability you would never have attained in Scotland. With judicious care and economy and industry you will all have lands which you can call your own; you will have homes for yourselves and your children, and you will have ample resources at your disposal. In stepping to-day from this ship you enter upon a new era of life with every reasonable prospect of success, and therefore it is, notwithstanding all the difficulties and hardships and trials you may have, that we in the name and on behalf of the other office bearers and members of St. Andrew's Society, bid you a hearty welcome to this Province.

In reply, the Chairman said:—

In thanking you, sir, and the Society you represent, for your warm address of welcome, I speak my first words uttered on—I may say—Colonial soil. While engaged in

business in the old country and wishing to add to her prosperity, and while for many reasons we felt that we must regret the departure of these colonists from our midst, we wish to say that in placing them amongst you, we do not think we lose them. We thank you for bidding us welcome to these shores—our shores I may say. We feel, surrounded as we are, that we are not strangers, and I can speak for the hardy workmen and artisans of my country, and give to you the assurance that the heart of the old country throbs warmly to the new. There is not an old-storied cairn, or remembrance to which the national heart clings, that does not belong to you as well as to us, and I may say, having lived amongst these people many years, and knowing them as intimately as I do, that when I return home again, I shall leave behind me, and amongst you, a people possessed of as high moral, intellectual, and religious qualities as your own, great though I doubt not those of your own are. Amongst those who came over on this ship there are, I am assured, more children than ever before crossed the Atlantic in a single vessel and, in their new home and the associations they may form among you, I hope their lives may be as happy as they have heretofore been with us, both in the land they have left and in their voyage to your shores.

Hon. Mr. Willis, Capt. Brown, the President and officers of St. Andrew's Society and other gentlemen remained on board the "Olive" until she reached Indiantown, where the colonists on board were transferred, with their effects, to the steamer "David Weston." The exchange being effected, the latter steamer proceeded to Fredericton, Capt. Brown going with the people, the other gentlemen remaining behind.

The up river trip was made in good time, the "David Weston" arriving at Fredericton a few minutes past six on Saturday evening. The people of Fredericton had assembled in considerably large numbers to welcome the colonists, headed by the Mayor, and as soon as the boat neared the wharf most enthusiastic cheering greeted them, to which a right hearty reply was given from on board.

Here I met Capt. Brown and the party. After taking tea on board, they were all transferred to the Court House, where accommodation had been provided for them. At eight o'clock, after people had made proper arrangements for spending the night comfortably, His Honor Lieut. Governor Wilnot arrived, accompanied by many prominent citizens, including Dr. Jack, President of the University, Dr. Brooke, the Hon. Charles Macpherson and others. The Lieut. Governor addressed the colonists about as follows:—

Men, I cannot call you fellow Scotchmen, but I can address you as fellow countrymen, for we live under the same old flag, and the same noble Queen. God bless her. I have always felt a deep interest in the immigration movement. A few of your countrymen in scattered parties have preceded you—the advanced guard—but I see tonight the brigade and main army. It is a sight I like to witness, but I want to see thousands more coming. There is plenty of room for you and them; but I caution you not to be over-enthusiastic.

His Honor here told the story of a Scotchman of the 93rd Regt., who on arriving at Calcutta picked up the little Hindoo Custom-house officer who boarded the transport and, in his broad Scotch, exclaimed: "See hoo sma' the climate will mak us ... vera soon." No soldiers in the terrible Indian mutiny gave the Sepoys a sounder drubbing than did the Scotch 78th and 93rd Regts. You, continued the speaker, who have the same stout hearts and strong arms, are not going to be beaten by the bush. You have come to a land of hard work, but thousands of men before you, Scotch, Irish, English and Bluenoses, have, in our backwoods, by the work of their strong hands, built for themselves happy homes. The Government have been liberal towards you, and there

while for many
in our midst, we
lose them. We
say. We feel,
hardly workmen
heart of the old
r remembrance
s to us, and I
them as intima-
amongst you,
as your own,
came over on
d the Atlantic
form among
th us, both in

St. Andrew's
she reached
their effects, to
tter steamer
other gentle-

arriving at
ole of Fred-
the colonists.
t enthusias-
en from on

l, they were
provided for
s for spend-
ed, accom-
f the Uni-
The Lieut.

ow country-
l bless her.
ew of your
ut I see to-
want to see
caution you

arriving at
e transport
us 'vera
r drubbing
have the
You have
h, English
built for
and there

is not one thing promised but what they will fulfil; they will do more, and if contrac-
tors fail, we will stand between you and them. (Great cheer.)

His Honor related the history of twenty families of settlers in 1835, whom he found
huddled together on one of the Fredericton wharves, deserted by the Land Company.
He provided them with accommodation and through his efforts they were located in
Harvey. From these immigrants has arisen that flourishing settlement. His Honor
assured them that with energy, perseverance, determination, industry and sobriety, they
would soon build up a thriving parish. He thought that in three years they would
echo the words of the old farmer's song.

He referred to the physician and druggist with the Kincardineshire colonists, and
told them how the hearty settlers he had spoken of prospered without either. Only
two deaths took place, and then there were thirty-nine births without the help of a
doctor.

He told them they had one hundred miles more to sail on the St. John River before
they reached their intended home, and in his happy style, gave them an idea of the
magnitude of the lakes and rivers of the new world. "You are," said he, on the seaboard
of a large nation who cherish the motto "Defence, not Defiance," and who are ever
prepared to stand by the old flag. He told them of our Free Schools, and the people's
right to have every child educated. Scotchmen, the colonists are of a people who know
how to appreciate education. He touched upon the acknowledged superiority of their
nation as plowmen, and told how they introduced deep furrows on the north shore.
He concluded by saying that from his heart he bade them welcome, and hoped that God
would prosper them in their labors in the wilderness. (Great cheering.)

Dr. Jack also welcomed the colonists in the name of the St. Andrew's Society of
Fredericton, urging upon them the importance of industry and sobriety in their
new home.

Dr. Brooke and the Surveyor-General also addressed them, and the Fredericton
reception closed with three cheers for the Queen.

On Sunday nearly all attended divine service, chiefly at the Presbyterian
churches. Capt. Brown was, however, too ill to be much with them that day.
During the day great numbers of the citizens visited them, and the warmest
and most cordial reception greeted them, particularly from the St. Andrew's
Society of Fredericton, with some of whom numbers of the colonists dined.

On Monday morning all were on board the steamer "Ida Whittier," 195 in
all. The day was fine, and a pleasant passage brings us up to Woodstock at 5
p. m., where large numbers had assembled at the steamer's wharf to welcome
them. An hour was spent here, during which most cordial greetings took place
between some of the colonists and personal friends whom they met. Being very
desirous of reaching Kilburn's Landing early next day, we push on up river until
night-fall compelled the steamer to tie up at Mills', about 17 miles above Wood-
stock. I secured all the possible accommodation at Mills'. But the night here
was a very uncomfortable one. We were under way next morning at 5 o'clock,
and at 11.30 arrived at Kilburn's Landing. Here many from the country side
had gathered to welcome those who were now to be their neighbors. Dinner
was got on board the steamer, and in an hour all were landed.

The entire details of the labor connected with the location of these colonists
were now, quite unexpectedly, cast upon me. That "organization of Captain
Brown's association, thorough and perfect in its minutest details"—as I thought
when writing my last Report—and that degree of co-operation on the part of

the colonists among themselves which I had been led to expect, were not practically worked out. The backward Spring had prevented preparations being as forward as was anticipated; and finding myself surrounded by so many men, women and children who were, to a very large degree, unacquainted with the reasons which had led to the apparent disappointment of the high hopes with which they were filled by the enthusiasm of Captain Brown and his associates, I was called upon to exercise a very great deal of patience: a most assuming manner in some cases, in others much firmness and determination, a diligence and anxiety for the comfort of all, and constant exhibition of kindness and conciliation and warmest sympathy for these colonists, whose welfare, as also the responsibility of the success of the Immigration Policy of the Government, largely depended upon my energetic action, and the success of my efforts at this, the most critical, period in the history of New Brunswick immigration.

With little practical experience of duties such as devolved on me, I was called upon to improvise near the river side accommodation and means for the housing and disposing of these people for a short time, as it was practically impossible to get all forward on the day of landing to the houses built for them. The baggage was much more than I had expected, measuring the quantity per head by the Danish immigration of last year. The stoves and furniture purchased by Messrs. Taylor and McHardy, which the colonists expected to find in their houses, were still at the quarters temporarily occupied by them as a store. The groceries, etc., which each colonist had arranged with them to be put up in parcels ready for delivery to them immediately on their arrival, were still in bulk. The details of the organization of a system that would quickly work out order in what was, apparently, great confusion were, however, soon determined. The men, obtaining of me information as to the house in which they were to be located, soon gathered their baggage together and such as was required for immediate use, together with the stove, were at once forwarded. Men were set at work putting up the stoves. Finding it impossible to procure teams to forward at once the number of women and children and the large amount of luggage, I secured all the temporary accommodation obtainable near the river side, and by 3 o'clock on Tuesday, 13th May, the day of their landing at Kilburn's, the parties were all quartered. The next day was occupied with the work of forwarding parties to their houses and making preparations for the arrival of the rest of the colony who had remained in St. John, spending Saturday and Sunday in a very agreeable manner. They visited different parts of the city, the banks, stores, etc. They were well received everywhere, the citizens of St. John evincing a disposition to make them feel as much at home as possible. On Saturday evening the Captain of the "Castalia" gave up the ship's deck to the citizens. The Band of the 62nd Battalion was engaged for the occasion as well as a Highland piper. Ladies and gentlemen visited the steamer, and there was dancing for an hour or more. The colonists were then addressed by leading citizens, who endeavored to point out to them the difficulties with which they would have to contend in the new colony, as well as the advantages they would enjoy. The more prominent citizens—ladies and gentlemen—were also entertained in the

cabin
gentl
Stew

On
Cano
On
throu
teen
Jame
Geor
on th
respo
of St
deliv

At
task o
presen
inter
every
isphen

Wh
the G
any se
of Sec
which
and de
with t
our de
as pio
our ci
inhabi
us;" a
the op
saying
its wa

Ma
many
shire
I see
and v
press
vince
the sin

On
ment,
whose

I ne
who s
takes
courag
by all
vince,
the "

were not practi-
cations being as
y so many men,
sainted with the
high hopes with
his associates, I
assuming man-
a diligente and
ss and concilia-
also the respon-
rument, largely
orts at this, the
on.

me, I was called
for the housing
ally impossible
em. The bag-
ty per head by
e purchased by
e find in their
s a store. The
he put up in
l, were still in
ickly work out
on determined.
they were to be
quired for im-
en were set at
ms to forward
of luggage, I
r side, and by
m's, the parties
of forwarding
the rest of the
nday in a very
banks, stores,
in evincing a
Saturday even-
citizens. The
as a Highland
dancing for an
zens, who en-
would have to
d enjoy. The
ntained in the

cabin of the "Castalia," where toasts were proposed and responded to by several gentlemen, including Hon. Mr. Willis, Messrs. John Boyd, Wm. Elder, Luke Stewart, Capt. Butler, Mr. Troup and others.

On Sunday Divine service was held on board the "Castalia" by Rev. Mr. Cameron.

On Monday morning, 12th, the remaining colonists were taken by the "Olive" through the Falls to Indiantown, and placed on board the "Rothsay." Thirteen members of St. Andrew's Society, including Luke Stewart, Esq., President, James Milligan, Esq., Vice President, Rev. Mr. Cameron, Chaplain, and Rev. George J. Caie, with members of the Press and others, accompanied the colonists on the trip to Fredericton. At the dinner on board toasts were proposed and responded to at the principal table, which was provided by the St. Andrew's Society of St. John. Before reaching Fredericton the following eloquent oration was delivered by Rev. Mr. Caie:—

At the request of a committee of the St. Andrew's Society I have undertaken the task of addressing you briefly on your way to your new home. The address already presented by the Society on your arrival by its chaplain has conveyed to you the deep interest we feel in your welfare, and expressed the hope, cherished, I am sure by every member, that the change you have made from the Eastern to the Western hemisphere may prove conducive to your ultimate happiness and success.

Whilst the St. Andrew's Society is no way connected with the immigration policy of the Government of this province, and while careful to avoid identifying itself with any scheme for filling up the waste places of this great country, yet composed as it is of Scotchmen and their sons, who regard with feelings of affection the old land from which you have come, we cannot look with indifference on the arrival of so many sons and daughters of old Scotia, on our shores. We beg, therefore, to assure you that with the hand of welcome extended to you on your arrival among us, you have also our deepest sympathy in the great work you have undertaken. We regard you only as pioneers of a vaster colony of your countrymen, whom we hope soon to welcome to our city and province. You have come from an old and over-crowded country, whose inhabitants are often compelled to say, "Make room, for the land is too narrow for us;" and you are now on the threshold of a vast country, whose people may take up the opposite cry, and send it over the sea to the crowded cities and plains of Europe, saying: "Come over and help us; come and help us to possess the land and fill up its waste places."

Many are the thoughts and feelings that stir in our Scottish hearts as we greet so many of you on your arrival among us. For myself, I can say that the Aberdeenshire blood of my fathers grows warmer in my veins while I address you, and when I see before me so many men, women and children, who have trodden the same hills and valleys, or who have breathed from infancy the same air; but I feel that I express also the feelings of all your countrymen who for years have regarded this province as their home, when I say that we shall follow you to your forest homes with the sincerest wishes for the prosperity of yourselves and your children.

On your way to the part of the province which you have chosen as a place of settlement, it may not be out of place for me to address you briefly on several matters whose importance cannot have escaped your own notice.

I need not tell you that there are difficulties of no mean magnitude before any man who starts in a new country—a country like this, but thinly peopled, and who undertakes to hew out for himself and family a home in the depths of the forest. The courage, endurance and strength, necessary to such an undertaking are not possessed by all. Those who, like myself, have been born and have lived chiefly in the province, know that many have failed, owing to the want of a helping hand extended by the "powers that be." We have the best reasons to believe that the virtues so neces-

sary to the achievement of success in this or any country will not be found wanting in you, and we are persuaded that the Government will be ready and willing at all times to second your efforts for the advancement of your new colony.

The contrast between the country and circumstances you have so lately left, and the country and circumstances in which you have come to settle are so great that for the next few years you will find ample scope for the exercise of self-sacrifice and self-denial; but we have enough to convince us in the career of those who have preceded you in this province, that you will soon succeed in winning for yourselves and families a noble independence, and that you will transmit to your children those noble sentiments and virtues which have contributed to make Scotland what she is to-day among the nations of the world.

While anxious to avoid saying anything that would damp the ardor of anyone, would equally avoid saying anything that might tend to excite unreasonable hopes. This much, however, permit me to observe, "Be not discouraged by first appearance."

There are giants in this as in every new country. The Amalakites and Anakims are here—giants, not in the form of men or beasts, but giant oaks and elms; but before your vigorous strokes they will speedily disappear, and yield up many a fertile acre to the plough and scythe.

The climate of this province is in many respects more like that of Scotland than any part of America. Still you must be prepared for differences. You will find our summer shorter and warmer, and our winter colder and longer than those you have been accustomed to in Scotland. But these, I am persuaded, will not be regarded as serious drawbacks by you, for while the shortness of our summer calls for increased diligence and skill on the part of the husbandman, the long winter will afford the fullest scope for development to those moral and intellectual virtues for which old Scotia's sons have long been distinguished.

We trust you will prove the truth of the Latin motto—*celum non animum mutant qui trans mare currunt*—which being freely rendered, declares that those who cross the ocean change not their minds, not their features of character, but the natural features of earth and sky. We trust, therefore, that you have brought with you, and will develop in your new homes those same virtues, and that round your forest ingles you will inculcate the same sacred truths that have been taught you at home, and which lie at the very foundation of a people's greatness. Let the picture of Scottish peasant life so beautifully sketched by Scotia's bard, be realised in this land of your adoption, remembering that there is as much solemn truth as poetic beauty in the closing stanza of that noble poem:

From scenes like these old Scotia's grandeur springs
That makes her loved at home, revered abroad.

In this country you will no doubt find a greater liberty of freedom of action than you have been accustomed to at home. The land you go to possess will be yours by as sure a tenure as if it had descended to you undisputed through a long line of lordly ancestors. The streams that water it as well as the fish that stock them are yours. The forests around your homes abound in game, and the privilege of unlimited sport will be within your reach. The game laws you will be called upon to observe here are those only which nature and common prudence will unite in enforcing. These surely are no mean privileges, especially to those who understand so well how to value and improve them.

Added to these are political privileges which you will be called upon to exercise. As proprietors of the soil you will have a voice in the election of the men who are to legislate for the country, both in the Provincial and the Dominion Parliaments, and in the choice of such men you will no doubt be guided by principles that will lead you to select those who will uphold the best interests of your own colony, as well as the country at large.

I need not tell you that the laws and institutions under which you have come to reside are much the same as those you have left. We float the old flag of freedom, under whose folds you were born and reared, and we rejoice to think ourselves part of the great nation to which it belongs. We claim for our Sovereign the same be-

love
and
tend
the
frien
cour
resp
to o
Scot

T
nati
insti
wan
Law
tion
and
scho

A
me
Scot
som
we
the
caus
hom
poss
app
Chu
urge
poss
and
the
it yo
caus
cour
peop
acco
of L
tions
out
age
unit
exte
me
to th
elem
us a
frug
the
soon
belie
diffe
fores
is th
may
Brun
Sp

loved Queen, whose many virtues and graces Scotchmen are always ready to honor and respect. We form part of that vast empire—and surely no insignificant part, extending, as our country does, from the Atlantic to the Pacific—an empire on which the sun never sets. You come, therefore, among us not as strangers, but rather as friends. You are not strangers to our laws and institutions, not strangers in a country whose climate and soil, whose productions and natural scenery, in so many respects, strongly resembles the country you have left. You are not strangers surely to our habits of life, our manners or our customs, and certainly not strangers to that Scottish dialect which so many amongst us seem proud to retain and cultivate.

The land that you have left has stood forth conspicuous for centuries among the nations of the world for Christian civilisation and also for its secular and religious institutions. In this new country, for some time to come, you must expect to feel the want of much you have left behind in education and religion. Under our new School Law, however, we can promise to every child you bring the blessings of free education. The teachers you have brought with you will no doubt be classed with our own, and the Provincial School law will place at your disposal the means of providing school accommodation at no distant day.

As a Minister of the Gospel, and as one naturally interested in your welfare, let me add a few words of advice on church affairs. Having studied for years in a Scottish University, and having been licensed by a Scottish Presbytery, I know something of the state of Presbyterianism in Scotland. More perhaps than at home we have seen the folly and the evil of the divisions that, unhappily, have existed in the country you have left. Even in this country, two thousand miles away from the causes of these differences, we have suffered not a little from the wounds inflicted at home. The importation of these differences to this country, where patronage cannot possibly exist, is now almost universally regretted, and we hail the time as rapidly approaching, when, in this Dominion, we shall present one grand Presbyterian Church united in heart and work, from the Atlantic to the Pacific. Let me strongly urge you then, Christian friends, on your coming among us, to forget as speedily as possible the differences that unhappily divide the Presbyterianism of the old country, and to lose no opportunity in this new country of drawing together all the members of the three Presbyterian bodies that are among you. If union be strength depend upon it you will find that it is so in this matter. I dwell, particularly on this subject, because I have seen the bitter fruits of division among our people, especially in the country districts of this province. Too often in consequence of being divided our people have been so weakened that they were unable to provide themselves church accommodation, or procure the services of a clergyman to break to them the Bread of Life, and not unfrequently they have been entirely absorbed by other denominations. As I have already said, we look forward to a union of Presbyterians throughout the whole Dominion, and the policy of both Synods in the meantime is to encourage our people in every country district to draw closer and closer together, and to unite in supporting one minister instead of two, and bend their united efforts to the extension of Christ's cause throughout the country at large. In conclusion permit me once more to say that as Scotchmen and their sons, we welcome you most heartily to this country. We rejoice at your coming, because we recognize in you all the elements for successful colonization. We see in the men, women and children around us a people in every way suited to the wants of our province—a people industrious, frugal, moral and religious—in short a people well fitted to develop the resources of the country of your adoption. Through your efforts and the efforts of those we hope soon to welcome, a healthful impulse will be given to our agricultural wealth and we believe that before many years have elapsed, New Kincardineshire will present a very different appearance from what it does to day, and that many an acre of unbroken forest will have given place to fields laden with golden harvests. Our heartfelt wish is that God may bless and prosper you abundantly in your new homes, and that you may never have cause to regret the day when you landed on the shores of New Brunswick.

Speeches were also made by Mr. Troup and Mr. Ford of the colonists, and by

Messrs. Milligan, Watson and others of the New Brunswick party. A heavy rain set in before the steamer reached Fredericton, which continued all through the landing and conveyance of the colonists to the Court House. Owing to this fact it was nearly midnight when they got settled for the night. By five o'clock the next morning they were again astir, and as soon thereafter as they could all be got on board the steamer "City of Fredericton" with their effects, the trip up river was resumed. The rain of the previous night had swelled the river and the current was strong, but the boat made good progress and reached Woodstock at a few minutes before eight o'clock in the evening. The "City of Fredericton" proved too small to afford facilities for all on board to spend the night comfortably; but the efforts of Captain Duncan and his officers, as well as other gentlemen who accompanied this detachment of the colonists, secured quarters for all. About five o'clock on Wednesday morning they were on their way up river again, and about four o'clock p. m. they reached Kilburn's Landing.

By this time, I had secured a good number of teams to forward them at once to the temporary lodgings I had secured, and in less than two hours all were quartered for the night, greatly to the surprise and satisfaction of many of their friends who had accompanied them from St. John. By the next morning I fully realized the situation of matters—a want of confidence in Capt. Brown began to manifest itself among some of the colonists. A difficulty with regard to the position which Dr. Moffatt occupied in relation to the colony also arose. The representation in Capt. Brown's prospectus with regard to cleared land instead of the chopping mentioned in the Minute of Council of 16th August, 1872, gave rise to some difficulties. Though the health of the colonists had been very good on the passage from Scotland, the exposure on the trip up river from Fredericton, in the small steamers, had given colds to some of the children, and the cold, backward weather of the, then, past two days threatened to increase the malady. The snow in the woods, still over a foot in depth, was disheartening to men who, twenty days before, had left fields in which grain was sown, and it was with difficulty, in some instances, they were persuaded they would yet this year be able to obtain a crop on land on which no burning had yet been made. I personally discussed these and numerous other matters with each person by himself, and almost hundreds of times each day for a few days I had to explain the same matters.

I was enabled, by this personal intimacy, to establish a degree of confidence with these people which secured a ready acquiescence in the adoption of any measures I determined on, and soon a hearty co-operation with me was manifested on the part of the leading men of the colony that very materially aided me in the discharge of the varied duties which required prompt consideration and action.

As there was no possibility of road making last Fall the work had to be done this Spring. I at once set to work to carry out my purpose referred to in my last report, of having this work done by the colonists; and in this way the furnishing them employment in this early season when no work could be done advantageously on their own lots, while they could be at home with their families

at ni
The
ized
who
tions
crop
whic
of h
ance
in th
belie
in th
and
unfit
a los
adopt
Frede
four f
the fi
was t
colon
Ca
could
I was
23rd
immig
Craw

I pr
the ex
landed
of for
the no
quant
vided
Cap
tion o
agreed
settler
in abo
grants

Dur
where

at night, was largely a means of restoring joy and contentment among them. The certainty of employment soon gave them faith to trust for the future. I organized them under the superintendence of Oliver Carless and Joseph B. Porter, who have very efficiently and satisfactorily discharged the duties of their positions; considerably aiding them in the work of clearing and getting in their crops by their advice, which their practical knowledge of the difficulties, with which new settlers have to contend, well qualified them to give. Being desirous of having medical advice at hand in case any sickness should make its appearance among the colonists, and finding that some anxiety was expressed by them in the matter, I engaged Dr. Moffatt to act as medical adviser for one month, believing that in that time matters would be so fully established that any anxiety in this matter would be removed. I had personally to superintend the assorting and loading of much of the baggage. Finding some of the colonists entirely unfit for the rough and heavy work of clearing up new farms, I was at times at a loss in what way to provide for them. By degrees, however, means were adopted, and positions secured for some of them. At Tobique, Woodstock and Fredericton labor better suited for them was in many cases secured, and three or four families, numbering in all eighteen persons, left the colony in this way during the first week. By Saturday night the details of the arrangements by which I was to do the work before me were fully determined on and understood by the colonists as well as those in my employ.

Capt. Brown remained with me for a week, and in every way he possibly could assisted me in the discharge of the various duties requiring my attention. I was occupied from early morn till late at night with duties of this kind till the 23rd of May, when the steamer arrived with the Capt. Heller and his Danish immigrants, on their way to the Danish colony accompanied by the Hon. Messrs. Crawford and Willis.

THE DANES.

I proceeded up river with this party, and arriving at Salmon River too late in the evening to land, all went to the Grand Falls, and returning next morning landed there about 7 o'clock a. m. Teams having been arranged for, the work of forwarding the party to the Danish settlement at once commenced, and during the next three days the whole party, their baggage and a very considerable quantity of supplies they brought with them, were delivered at the quarters provided for them in the "temporary accommodation."

Capt. Heller very considerably assisted in locating the parties, in the distribution of the lots and in negotiating a contract with N. P. Jensen, by which he agreed to build, with the labor of the Danes, some of the roads required for the settlement of the immigrants just arrived and those whose arrival was expected in about three weeks. This arrangement was gladly accepted by the immigrants, furnishing them with labor, though at very moderate rates.

During the trip I was able to affect an arrangement with these colonists whereby the Government were relieved of their guarantee for work for two

years, they accepting each 100 acres under the Free Grants Act, 1872, with \$110 for house building and four acres chopping on lots located to married persons having two or more children; \$60 for house building and two acres chopping on lots located to married persons having less than two children, and \$40 for house building and two acres chopping to single men. All parties assented to this arrangement. Having completed the necessary arrangements for the instalment of Capt. Heller's colonists I returned, on the 30th May, to the Scotch settlement.

SCOTCH COLONY.

I found that during my absence the work of forwarding the families and luggage had progressed satisfactorily under the management of the parties I left in charge. The weather though dry had been cold and backward. In a few days a warm rain brought out the foliage on the trees and, with the fast appearing evidences of spring, good feeling began to manifest itself among the colonists. Those who, at the out set, had complained of the progress made in Road building before their arrival, began to see in it a means of employment, and though the want of better roads greatly increased the labor and expense of moving the colonists to their lots, complaint on their part practically ceased.

By the first of June, some progress had been made with the burnings and parties began to prepare for planting.

Some, when choppings were difficult to clear, rented small pieces of ground near the River-side and planted potatoes &c., a good number succeeded in getting good burns and got in fair crops of potatoes, &c.

Between the 1st and the 6th of June, I was constantly employed with the numerous details of road and house location, distribution of lots to the several settlers, forwarding luggage, and, as they arose meeting the various difficulties as best I could. A few more of those who were not practical farmers and equal to the hard labor of piling and burning a new chopped farm, sought for employment most of them in the County of Victoria. Many of those who went to St. John and Fredericton obtained satisfactory employment and by the 6th of June I became satisfied those who were still in the colony would become actual settlers.

By the kindness of Post-office Inspector Mr. Millan, and his prompt action in the matter, a Post-office kept by Mr. David Taylor, the store-keeper, was opened and a tri-weekly mail established, the first evening of the 6th June.

ANOTHER PARTY OF DANES.

On the 6th of June another party of Danes arrived, and I went on board the steamer, and, as on the former occasion, I was obliged to take them to Grand Falls keeping them all night on board. Returning early next morning, they were all landed at the mouth of Salmon River at 4 o'clock, a. m. Trains were soon at work conveying the baggage and quite a large amount of stores brought up with them, to the "temporary accommodation" provided for them.

During the seven days I remained here, I had to see to the location of the

newly arrived immigrants making arrangements with them to do the chopping on their own lands. They, too, were able to find employment under the contract N. B. Jensen had taken for road building.

During my last visit, as well as this one, I had to regret that, from causes to me always appearing unreasonable, a degree of dissatisfaction had arisen between some of the Danish settlers and H. Peter Petersen. This was to a degree increased by a bad feeling which, unhappily, arose between him and Capt. Heller. It became a painful and difficult duty for me to prevent disaster to the settlement arising out of this; and for a time I had to yield to complaints made, though I felt that justice to Mr. Petersen was not being entirely done. He, however, was most ready to make any sacrifice for the purpose of securing cordiality and good feeling. I fully believe that he had during the previous winter done for the settlers a great deal for which they were not sufficiently grateful. I arranged with all the newly arrived immigrants for acceptance of the terms on which the previous arrivals had consented to release the Government from the guarantee given by them, for work named in the contract with Capt. Heller.

On the 14th June, I was able to leave this colony having completed arrangements for locating all. Some of those who had first arrived had already got well on with the preparation for house building. Good progress had been made with the road building under the contract with Mr. Jensen. No work had been done under the contract with Mr. Petersen on his line of road, as he was busily occupied in preparing for a clearing and planting of six acres, and in the building of his house.

THE SCOTCH COLONY.

On the evening of the 14th I returned to Kilburn's and received a very satisfactory report of the progress made during my absence. Spring was now fairly set in. The rapid growth of vegetation was quite a surprise to the colonists. They were all enthusiastically at work in preparing ground and planting it almost before the fires were out. General satisfaction now began to show itself. Out of what at the outset, was, to some onlookers, chaos and confusion, had arisen a large degree of comfort and contentment. Every effort made had been fairly successful. Among the 500 or thereabouts who had been for now five weeks under my care, about 200 of whom were children under 12 years of age, no death had occurred. No sickness, beyond some trifling colds, had required any medical attendance. Dr. Moffatt was assiduous and kind in his attentions to the wants of the few who did require any medical aid, and cordially co-operated with me to secure satisfaction among the non-contents, of whom, after the first week, there were very few.

Having travelled over both lines of Road, and visited nearly every family, and having paid all the men employed on the roads, and being now satisfied that I had so far accomplished the task I was so unexpectedly forced to undertake that I might, for a short time, leave the colony, I concluded to return down river. I cannot, however, conclude this part of my Report without special reference to

the cordial assistance I received from the settlers along the river St. John. All seemed to vie in tendering me any assistance they could. Among so many, who, in this way contributed to my success it is hazardous specially to refer to any. I feel, however, I can, without injustice to any, refer especially to the exertions of "good Mrs. Killen," whose unwavering devotion to the wants and comforts of the women and children in providing them many luxuries they could not otherwise have obtained, in rendering advice and instruction in the many arts which the new settlers' "guid wife" highly prizes, such as the mysteries of buckwheat pan-cake making, bread baking, and the improvising for present uses and purposes, the slender means at hand for house keeping, contributed largely to the strengthening the determination of many a guid wife to sustain firm to the task she and her guid man had undertaken when they made up their minds to trust their fortune in the success of this immigration enterprise. By the 16th of June, all were quartered in the houses so far as built, and a sentiment, which prevailed among them all, will be best understood from the remark of one of them who, meeting my road overseer early the next morning after he and family had slept for the first time in the house prepared for them, after passing the usual compliments of the morning, cast his eye to the hill over which the sun was just rising, and with that reverential feeling which few can better express than the candid honest God fearing Scotchman said: "Thank God, I've slept for the first night in my own house and on my own land where I don't pay rent."

On leaving, I counted up the number of acres located, and the numbers represented by the locatees, and found that, at this date, there were in the County of Victoria 446 and elsewhere within the Province 30, making about five per cent. of loss on the total number that had arrived by the steamer "Castalia," and that over 16,000 acres had been located to the Scotch colonists under the Free Grants' Act. In this loss there was only one practical farmer. It was therefore very fairly concluded that this Scotch immigration enterprise of the Government had been successful beyond the most sanguine expectations of its friends, whose hearts almost failed them six weeks before.

The cordial welcome, which they received at St. John, Fredericton, Woodstock and other points along the river on their passage up, largely contributed to the success of the enterprise. The colonists felt that the hearts and heads of the country were with them, and I felt gratified that the kind warm-hearted enthusiastic reception, which in my last year's Report I bespoke, had been fully extended to them by the country at large.

George Troup, Esq., whose frequent letters to the press of Scotland and this Province, give a very accurate account of the positions of matters and the progress from time to time made, was most zealous in his labors in connection of the colony, and very considerably assisted me in many ways.

On the 18th of June, I returned to Fredericton and reported to the Government what had been done. I made a settlement with Capt. Heller for the num-

bers brought out by him; and, as under his contract, part of the Danish immigration was intended for the North Shore, he was instructed that any immigrants brought by him to the country by the middle of September of this year must be for the settlement at Balmoral, in the County of Restigouche, at which place preparations similar to those made at Hellerup had been fully made for their reception, and that after that date the contract with him would be at an end.

HELLERUP AND STONEHAVEN REVISITED.

On the 11th July, I again visited Hellerup, and found the road making had been prosecuted with great vigor by Mr. Jensen under his contract, that a very considerable crop had been got in by the settlers who had spent the winter there, and by some of those who at first arrived this Spring. Good progress had been made in house building, and I found that all who commenced had undertaken frame houses and intended clapboarding them. The country through the settlement was fast assuming the appearance of industrious thrift; and among the settlers I found the best feelings prevailed, and so little did I find requiring my attention that I was not detained longer than one day among them.

On the 12th, I came down river to Kilburn's and here got satisfactory reports of the progress made in the road making, house building, and other works going on at Stonehaven during my absence. I visited all the colonists paying them for their work on the roads. Many of them however had devoted their time to planting and sowing, and had got in a very fair crop considering the amount of labor required, varying in extent from one to five acres. Some of the men and women and many of the children had suffered considerably from black flies and mosquitoes; but no sickness had made its appearance. Every one enjoyed the best of health, which all credited to the fine climate, wholesome water, and the general contentment which prevailed among them. By this time a liberal supply of milk was obtainable among them, for a large number of cows had already been purchased by the colonists, and taken to the woods.

I visited the colony again on the 10th September, meeting by appointment any who had business with me. Nearly all the heads of families met me, and from them I received the most satisfactory accounts of their comfort and contentment and of the large extensions of their choppings. There had been no sickness among them. The members in the colony had been increased by arrivals during the months of July and August. These new comers were readily provided for, and at once went to work, chiefly on their own lands. There was little requiring my attention beyond inquiring as to the work going on in Road making, and paying the men doing it; and I was enabled to get through with my work here in one day.

I proceeded to the Danish Colony and on the 13th September met the Danes by appointment, and settled up with N. B. Jensen for the road building under his contract. I was unable to go through the colony, but learned from Jacob McKean, my overseer, that the other works were progressing satisfactorily, and

that more houses are being built. I had, however, to regret that some of these colonists had left for the United States, chiefly the unmarried men.

I again visited the Scotch colonists on the 7th of November last. I found them all very tolerably prepared for winter, their log houses being well calked with moss and thoroughly banked up. The work on the roads for the season was now over, and I have paid all up in full to date. Among some of them considerable anxiety was expressed with regard to work for the winter. Most of these, I think, will find some kind of employment and there is every prospect that they will get through the winter very comfortably.

During the season I had grubbed, levelled, and in some parts of it, turnpiked at this settlement, about twenty-five miles of road, making much better road accommodation than is generally provided for new settlers. This will be nearly sufficient in length for the Immigration of next year. At date of writing this report, I cannot state with exactness the number of houses built for these colonists. There are, however, about 90 of them.

During the Summer and Autumn, some additions were made to the colony. These, together with those who arrived by the "Castalia" according to my counting of them (and I may say that I know nearly every person) make the total number of the Stonehaven colonists 543.

The following table shows the Immigration from Scotland during the year and their distribution:—

IMMIGRATION FROM SCOTLAND TO NEW BRUNSWICK, 1873.

Number of Natives from Scotland per

Mr. Robert Shives' report, (see appendix,) 636

STONEHAVEN COLONISTS.

Located on the Kincardine Road:

Married persons and single men,	....	....	....	87
Children on this road,	....	....	....	144
" elsewhere in the Province,	....	....	....	9
			—	240

Located on the Kintore Road:

Married persons and single men,	....	....	....	49
Children on the road,	....	....	....	89
" elsewhere in the Province,	....	....	....	15
			—	153

Located elsewhere in the Colony:

Married persons and single men,	....	....	....	25
Children,....	....	....	....	38
			—	63

Resident elsewhere in the Province:

Men, Women and Children,....	....	....	....	42
Number who left the Province,	....	....	....	45
			—	87

Total number Stonehaven Colony,	....	....	....	543
Number residing elsewhere in the Province,	....	....	....	98
			—	636

In the locating of these Colonists, about 17,000 acres of land have been taken up in the tract set apart for them under the Minute of Council of the 16th August, 1872.

The following table will show the number of acres chopped by the Government, the number chopped by the Colonists, the number of acres in crop, the stock owned by them:—

Total land chopped in Settlement,	....	....	....	593 Acres.
As follows:—				
On Kincardine Road by the Government,	....	212		
“ “ “ Colonists,....	....	159		
			371	
On Kintore Road by the Government,....	....	92		
“ “ “ Colonists, ....	....	84		
			176	
Elsewhere in the Colony by Government,	....	26		
“ “ “ Colonists, ....	....	20		
			46	
Total chopped by Government,	....	330		
“ “ “ Colonists, ...	....	263		
			593 “	
Of the above, the number of acres in crop was,	....	62		
Number of Cows and Horned Cattle in Settlements,	....	43		
“ “ other Farm Live Stock,	....	30		

It is, however, to be remembered that many of the Colonists rented small parcels of land from the farmers' on the river side at moderate rents, and planted potatoes and other vegetables, raising fair crops.

STORE.

The store, kept by Mr. Taylor, is conducted in a manner that gives, I believe, general satisfaction.

SCHOOLS.

In the hurry and confusion of the Summer, no attention could be given to the organization of Schools in the Colony. School Inspector, Dr. Bernier, was, however, instructed to visit the Colony for the purpose of districting it under the Common School Act. He gave practical directions to some of the leading Colonists, by whom the matter was brought to the notice of all, and in a short time arrangements for the assessment of themselves for the support of two schools, one on each road, was soon made, and at the beginning of the present School Term, these two schools were opened in charge of two of the Colonists, to whom, under the Regulations, a temporary third class Licence was granted by Inspector Bernier, and at the date of writing, these schools are in active operation.

CHURCHES.

Religious services on Sundays have been very regularly kept up in the Colony, and efforts have been made towards raising funds for church building purposes,

Mr. Troup gave much attention to the matter, and is sanguine that he will, in Scotland, be able to raise funds sufficient to secure the early erection of suitable church accommodation. A fund is already established among the Colonists for this purpose, and the proceeds of their first efforts in this line are now deposited in the Bank.

MR. STEWART.

During the winter I purchased a farm on the River side for Mr. Robt. Stewart, of Dunnotar, containing about three hundred and fifty acres, situate about three miles from the Colony. On his arrival he at once settled to the active work of preparing for putting in a crop, purchasing a pair of farm horses, a stock of cows, and a good supply of farm implements, waggons, &c., and a tolerable supply of manure.

He has been very successful with this year's crop, having his large barns well filled with hay, oats, buckwheat, and some other grains, and his cellars with a fine crop of potatoes, turnips, and other vegetables. His crop of turnips, over 3000 bushels, has quite surprised some of his farmer neighbors, of the "farming slipshod" style. Mr. Stewart, assures me that he has raised this crop of turnips with about one half of the labor he would have expended in raising the like quantity on his farm of new land, in Scotland, and that in size and quality he never saw better. With them he was, when I last visited the Colony, feeding some cattle intended as beef for the spring market. Mr. Stewart's case illustrates the justness of the remark of Mr. Edward Bernard, Jr., special Dominion Agent to Europe, who in his report, speaking of Immigration to Quebec, says:—

"The farmers who, in my opinion, are best suited to serve as models for the cultivation of our ordinary sized farms, and whose experience seems best adapted to our country, must be looked for in the lowlands of Scotland. Our agricultural societies, and other persons interested in the agricultural improvement of this Province, would do a great amount of good, if they could induce two or three good Scotch farmers to settle with their families in every County, and if possible in every Parish."

During my last visit among the Colonists, I made considerable enquiry of them, as to their situation, compared with what it would have been, had they remained in the positions they occupied before leaving Scotland, and the almost invariable answer is well illustrated by the reply of one of the women, whose fortune it had been, entirely without my knowledge, to spend the first night in the Colony, in one of the partially finished houses, without door, or windows, and only part of a floor, but who now enjoys comfortable quarters in the same house, with about 60 barrels of potatoes, and other crops, the first of the labor of herself, husband and small boy raised from four acres cleared and planted after their arrival, in addition to which they have a large clearing ready for crop next spring: "Weel, indeed Mr. Stevenson, I'd amaist a mind to leave next morning, but now you could na get me to gae back to Scotland ava."

Another of these referring to the near approach of the usual Michaelmas rent day in Scotland, remarked, "do you know that at times when I am alone at work, I find myself thinking where I am to get the rent."

THE DANISH IMMIGRATION.

I regret I am not able to give a tabulated statement of the Danish Immigration, similar to that herein before given of the Scotch. It would not, however, be of the same satisfactory character. With them I found, that, with few exceptions, only such as are married men with families, and who were in their own country practical farmers, became actual settlers. Without having an accurate statement, I feel warranted in saying that over one third of those who came to this country, under Capt. Heller's control, have left it. Those however, who are settled, are a fine hardy industrious and energetic people, most of whom will, I think, make good settlers.

The loss on these is largely owing to the non-selection of Immigrants, who in Denmark, had been farmers, or farm laborers. Those who are accustomed to other trades or callings, are not well fitted for the hard labor of clearing of new farm. The tract of land on which they are located, is one of the finest I have seen in New Brunswick, and I feel satisfied it will yet become a fine agricultural district.

During this winter, they will find plenty of employment, at a short distance from their homes, in getting out cedar sleepers, of which there is a large supply, and for which there is an active demand.

From some cause which I cannot explain, there was considerable sickness in this Colony during the past summer, though only one death occurred. This sickness is remarkable, inasmuch as among the Scotch Colonists, there were but very trifling illnesses. I am assured that by the whole Scotch Colony, for the six months after landing, there was occasion for paying for medical attendance, not more than fifty dollars, while among the Danish Colony, in several families, the bills for medical attendance was more than that sum.

NORTH SHORE AGENCY.

For the North Shore, Capt. Swinney did not secure as many Immigrants as it was expected he would obtain under the arrangements made with him to which reference was made in my Report of last year.

Adam D. Shirreff, Esq., the Agent for the North Shore District, took charge of these Immigrants as they arrived. His very satisfactory Report of the discharge of his duties, will be found in the appendix.

THE ST. JOHN AGENT.

During the past year, Robert Shives, Esq., has most efficiently and satisfactorily discharged his duty as Dominion Immigration Agent, at St. John, and by his kindness and prompt attention to the numerous matters coming under his administration, rendered very valuable aid in the conduct of the Immigration to New Brunswick. His Report in the appendix shows very satisfactory increase of Immigration to New Brunswick, during the past year.

IMMIGRATION FOR 1874.

During the summer and autumn, much consideration was given to this question.

and after discussion of the several propositions made, I finally on the first of September, made an arrangement with Geo. Troup, Esq., the particulars of which are contained in the Minutes of Council, adopted on the third day of November last, which is as follows:—

George Troup, Esq., undertaking to carry out further colonization in New Brunswick, under the Minute of Council of 16th Aug. 1872, the following variations in that Minute, as to those hereafter located on the tract therein named, are with the assent of Mr. Troup, recommended by the Surveyor General:

That Mr. Troup, be authorised to obtain fifty families from the Northeastern Counties of Scotland, on the following conditions:—

First.—That of the tract surveyed twenty-five one hundred acre lots, be selected, as desirable for settlement.

Second.—That plans showing the selection, be as soon as possible furnished to Mr. Troup.

Third.—That 200 acre lots, with a house thereon, be located to married persons, having a family of more than two children, and 100 acre lots, with a house thereon, to married persons, having less than two children, and that unmarried males over 18 years of age, shall receive \$30, on compliance with the terms named in the "Free Immigrants Act."

Fourth.—That a chopping of two acres, on 100 acre lots, and of four acres, on the 200 acre lots, shall be made by the Government this fall, and a burning made as soon as the same is practicable.

Fifth.—That a log house of not less dimensions than 16x20 feet, costing not more than \$90, be built on each lot, prior to the arrival of the Immigrants.

Sixth.—That not exceeding three pounds sterling, shall be allowed to each person, over twelve years of age—two under that age counting as one—as assistance for passage.

Seventh.—That before advance of such assisted passage, Mr. Troup, shall take from each locatee, an agreement in writing to refund such assisted passage money, and that the same shall be a charge on the lot located to him payable in three years.

Eighth.—That the condition of clause eleven, shall extend to lumber cut on the tract prior to 1st July, 1874.

Ninth.—That the time of arrival in New Brunswick, shall not be earlier than the 10th of May next.

September 1st, 1873.

The following is the Minute of Council of the 16th of August, 1872, referred to in the foregoing arrangement with Mr. Troup:

"Read and approved the following propositions relative to Immigration:—Fifty or more families from Kincardineshire, Scotland, having formed the intention of establishing a colony in New Brunswick, to be called Stonehaven, and Captain Brown and Mr. Stewart having visited the Province in the interest of the proposed colony, the following propositions for the settlement of such colony are submitted:—

First.—That the Government cause a survey to be made of 50,000 acres, in 100 acre lots, either in the Parish of Perth, Victoria County, between the Tobique and the County line of Victoria and Carleton; or in some of the North Shore Counties, if the agents of the colonists should so decide.

Second.—A lot of 200 acres to be allotted to married persons having two or more children under the age of eighteen years, and a lot of 100 acres to be allotted to un-

married males over eighteen years of age, or married persons having less than two children under eighteen.

Third.—The Government is to construct a road through the settlement, and cross roads when required.

Fourth.—Two acres on each allotment to be by the Government chopped down, and a burning made.

Fifth.—Three pounds sterling to be allowed to each person over twelve years of age, two under that age counting as one, either in assistance for passage, or,

Sixth.—If any head of a family, consisting of not less than five members, shall wish that the above amount per head shall be appropriated towards the building of a house, the Government will, on said request being signified before the departure of the colonists, build a log house on the allotment for such person at a cost of say ninety dollars.

Seventh.—Those wishing to build for themselves may have the above named amount paid to them on building a house equal to those constructed by Government.

Eighth.—Those receiving the assisted passage may be accommodated in a temporary building until they shall have built houses for themselves, but for a period not exceeding fifteen months.

Ninth.—The Government will pay for the transportation of the colonists from St. John to their place of settlement.

Tenth.—The conditions of settlement shall be those prescribed by section 8, of the Act of Assembly.

Eleventh.—In case any of the lands so chosen shall for the present year be placed under license for timber, the amount received for such licenses shall be reserved for the use of the colony.

Twelfth.—That such tract shall be reserved until the 1st of May, 1874, for exclusive settlement by the said colonists, and their fellow colonists from neighboring parts of Scotland.

In connection with the contract as above, Mr. Troup was very sanguine he could secure advances of money to assist such Immigrants as he might induce to become colonists, and being desirous of securing terms by which an association making these advances would be protected as far as possible, consistently with the terms of the Free Grants' Act, 1872, an arrangement was made with him, which, if he be able successfully to carry out, will enable him to secure the very best class of farmers who are likely to become immigrants from the District to which his operations will be confined, and will securely establish the success of his colonization scheme.

This arrangement is contained in the following Minute of Council adopted also on the third day of November last:—

George Troup, Esq., in consideration of the Government of New Brunswick having accepted his proposal for further Immigration under the Minute of Council of 16th August, 1872, proposes—

First.—To form an association of capitalists in Scotland, whose object will be to make loans to the present settlers in New Kincardineshire, in the County of Victoria, as well as to those who may be hereafter brought out with a view of enabling the settlers to make improvements on their lots. Such loans to be at a rate of interest and payable at such time as may be agreed on by the settler and the association, not exceeding seven years. But at the expiring of these years, the borrower be enabled

to repay the money borrowed from the association with the knowledge of the Government, provided for in the manner hereinafter specified, and if the association be inclined to continue the credit upon a mortgage of the land in a manner consistent with the laws of New Brunswick, the debtor shall not receive the grant or title to the land until he has executed the documents necessary to establish such mortgage or security to the association.

Second—All such agreements shall be made in duplicate and contain a provision that the settler assents that the Government shall withhold the grant of the land located to him until such loan is repaid to the association.

Third—That upon the filing of one part of such agreement in the Crown Land Office, the Government of New Brunswick will engage not to issue the grant without the assent of the association until the money so advanced is repaid to the association.

Fourth—Should any locatee fail to comply with the settlement conditions required to entitle him to a grant under the "Free Grants Act, 1872," the association may supply his place with any other immigrant, and on such immigrant's compliance with the required settlement conditions and repayment of the money chargeable against the lot grant will issue to the substituted locatee.

Fifth—The Government of New Brunswick shall in no way be responsible for the money so advanced further than the withholding the grant as above specified.

1ST SEPT. 1873, ARRANGEMENTS FOR THE NORTH SHORE.

The correspondence with Thomas Potts, Esq., on the subject of Immigration, had been of the most satisfactory character, and he had in the discharge of his duty as Dominion Immigration Agent in Great Britain, manifested so much zeal, energy and ability, particularly in connection with the New Kencardine Colony, that it was with great satisfaction the Government learned that he would still be continued in his appointment, and it was determined to entrust to his care the duty of obtaining a colony for the North Shore.

My first letter of instruction to Mr. Potts was approved by Minute of Council, dated the 3rd day of November last, and is as follows:—

CROWN LAND OFFICE,

Fredericton, 23rd September, 1873.

Sir,—Your recent correspondence with the Government on the subject of Immigration was under consideration at the last meeting of the Executive. Decided opinions were expressed as to the desirability of your being continued by the Dominion Government in your present position, and the Provincial Secretary was directed to communicate with the Minister of Agriculture, and I am gratified to learn that you are retained in the Dominion service still.

On consideration of this question, it has been determined to prepare for fifty families for next year as a continuation of the new Stonehaven Colony, and the administration of this matter on the other side is intrusted to George Troup, Esq., who in carrying out his arrangement will operate in the North Eastern Counties of Scotland.

It is further deemed desirable to authorize you to work up a Colony, to be located on the fine farming lands of Restigouche County, on the tract selected in May, 1872, to consist of not more than fifty families for 1874.

We offer as inducements to the colonists we desire you to secure:

First—A grant of 100 acres of land so soon as the settlement condition of the Free Grants Act, 1872, are complied with. Married persons with two or more children to have 200 acres.

Second—Build a house costing not exceeding \$90, on the lots located to married persons, to an unmarried person \$40, so soon as he has built a house on his lot.

Third—On each lot a chopping of two per cent. of the acreage to be made this fall, and a first burning to be made as soon as the weather will permit next Spring.

of the Govern-
ment be in-
consistent with
the land
or security

n a provision
the land loca-

Crown Land
grant without
an association.
ions required
ation may sup-
pliance with the
against the lot

nsible for the
cified.

Immigration,
charge of his
so much zeal,
line Colony,
ould still be
care the duty

e of Council,

ber, 1873.
ect of Immi-
re. Decided
y the Domi-
was directed
earn that you

or fifty fami-
the adminis-
Esq., who in
of Scotland,
ay, to be lo-
ed in May,

of the Free
e children to

to married
his lot.
ade this fall,
ring.

That you may fully understand what is meant by chopping and that no confusion of chopping with clearing may, as heretofore arise, I send you herewith an extract from the contract, which will be made for doing these choppings.

There are now built on this tract two log houses 60 x 25, with 10 feet ceilings, which can be used as temporary accommodation in case of need.

As soon as they have served the purpose for which they have been erected, they will be donated to the colony for school purposes.

Should any Immigrant obtain assisted passages he must before sailing give a written agreement to repay the amount advanced, and that the lot located to him together with all the improvements he may make on it, shall be held by the Government as security for repayment of the amount when called on to do so.

For this colony we want farmers with families if possible. Our experience so far is that this class is more likely to succeed as settlers.

We trust however that the liberal terms above offered may secure a class of Immigrants who will pay their own passages, and we do not care to pay assisted passages to any, and when paid they should be given only to those in whose integrity we can tolerably rely for repayment in a reasonable time. Assisted passages are too often abused by parties, and great care should be exercised in giving them. In respect of time of repayment we would be liberal with those who *bona fide* become settlers; but we wish to be in a position to deal summarily with any one we might find inclined to act otherwise than honestly in this matter.

The chopping will be made by 1st January. The sites for the houses will, at an early date, be determined, and the houses will be contracted for to be built by 1st of April next.

The roads will be this fall made so that the Immigrants can be got into their houses tolerably comfortably in the Spring, and will be fully made next Summer.

I will shortly send you a plan of the district, and as soon as the 50 lots have been selected by Dr. Sadler for the choppings, I will send you another plan shewing the selection.

The Colony should be landed in Dalhousie about the 20th May, and be prepared to go to work at piling and clearing their land as soon as the first burning can be had. They should also make arrangements for a good-sized cooking stove being set up in each house ready for use on their arrival, and any other furniture they may require. Each person capable of working should be provided with a well-handled axe, a good strong grub hoe, and a strong spade or shovel.

The Government will pay for the transportation of the Colonists from their place of landing on this side of the Atlantic to their place of settlement.

At present I cannot say what route would be adopted, but believe St. John will be selected as the place of landing.

Should you issue any prospectus or pamphlet as intimated in one of your letters, care must be taken to avoid overstating any of the facilities we offer, and if there be time would like very well to see the proof before such was issued.

Official correspondence with the Government on Immigration will be addressed to me.

I have the honor to be,

Your obedient servant,

BENJAMIN R. STEVENSON.

THOMAS POTTS, Esq.,
Stonehaven, Scotland.

I gave immediate attention to making such contracts as were required, for the preparations under the above Minute of Council, and letter of instruction to Mr. Potts.

For the Stonehaven Colonists, I made contracts for chopping, and house building, the specification of which are as follows:—

LAND CHOPPING SPECIFICATION.

The land to be thoroughly underbrushed, and all well cut so as to insure a good burn.

The trees to be felled, and each tree to be limbed as it is felled, so that the trunk may be flat on the ground. The trees to be so felled, that the trunks will be parallel with each other, as nearly as possible.

The whole to be completed in a good, and workmanlike manner, by the 1st of Jan. next, at the latest and earlier of at all practicable.

HOUSE BUILDING SPECIFICATION.

House to be 24 ft. by 18 ft. outside, with $7\frac{1}{2}$ ft. ceiling between the lower floor and the lower side of the beams, and to have one log and a plate log above the beams. Walls to be built of spruce or fir logs, not less than 9 inches at top end, saddled at the corner, and sawn off, to be hewn to not less than 5 inch face inside, ten sleepers to be sided with face not less than 8 inches. Beams to be hewn 5×7 inches, nine in number; 8 pair of rafters. Roof to be square pitch, roof and gable ends to be lathed and shingled, with spruce or cedar shingles, 16 inches long, laid 5 inches to the weather. Roof and eaves to project not less than 8 inches; gable ends to be finished so as to cover the lathing with a faice board. Floors down stairs to be double boarded, upper one spruce boards and nailed with 10d. nails, each board to run the whole length of room, and break joints. single floor of spruce as garret, the house to be divided into three rooms down stairs, for two bed rooms and a large room, by board partitions, the bed rooms to be provided with doors, hung with iron hinges, and furnished with iron latches, the house to have three windows down stairs, of 12 lights, of 8×10 glass, and two half windows up stairs, one in each gable. The outer door of the house to be 6 ft. 6 in. x 2 ft. 9 in. made of spruce or pine, planed, tongued and grooved, furnished with a good iron hinges, and a strong latch. Window and door jambs to be 8×5 stuff pinned into each log, and the window to be so fitted in, that the lower sash will slide up and down easily. The foundation to be prepared, and ground on which house stands, to be levelled off. The whole to be finished in a workmanlike manner, by the 20th April next, to the satisfaction of the Surveyor General, or his Agent.

The arrangements for the Balmoral Colonists were made through the agency of Deputy Saddler, who was assisted in the discharge of his duties by consultation with John Phillipps, Esq., M. P. P.

His track had been previously surveyed, and the road line determined.

Deputy Saddler at once put under contract the grubbing and levelling of the road, the land chopping, the specification for which latter was similar to that of the chopping for Stonehaven, above referred to.

Tenders for the houses to be built for \$90 at Stonehaven, and Balmoral, were not similar. The specification of the contract secured by Deputy Saddler for houses is as follows:—

The foundation to be prepared and levelled, the houses to be 24 ft. x 18 ft. outside. Walls to be plumb laid, and nine feet high, built of cedar, spruce or fir logs, not less than seven inches at the top end. The sills to be of cedar eight by ten inches. Sleepers seven in number of cedar, with face of not less than six inches. The walls to be sided inside, to be dovetailed or saddled at the corners, and corner wards to be put on, spruce beams to be hewed 5×7 inches, $7\frac{1}{2}$ feet from

lower floor, rafters to be eight pairs, thirteen feet in length, hewed 4x7 inches, roof and gable ends to be boarded with spruce boards, projecting over the side, and gable ends, not less than eight inches, roof and gable ends to be shingled with shaved cedar shingles, not less than 16 inches long, laid five inches to the weather, shingles to project over eaves two inches; four windows down stairs, 8x10 glass, of nine lights, one window up stairs, 8x10 glass, of six lights; the windows to be so fitted, that one sash will move up and down easily, the location of windows to be made most conveniently for the accommodation inside. Floor down stairs to be laid double, the upper boards to be spruce or pine of sound wood, the floor upstairs to be single, of spruce or pine, of sound wood. The house to be partitioned off with spruce or pine boards, into three rooms. The outside door to be 6 ft. 6 in. high, by 2 ft. 9 in. wide, of seasoned pine or spruce boards, planed, grooved and tongued, and battened. The inside doors of sufficient size, of like make. The floors to be well nailed, a step ladder for the garret to be provided for each building.

The whole to be built in a good workmanlike, and substantial manner, to the satisfaction of the Surveyor General, or an Agent appointed by him, on or before the first day of April next.

On the 18th Dec. last, I addressed to Mr Troup, and Mr. Potts, the following letters:—

CROWN LAND OFFICE,

Fredericton, 18th Dec., 1873.

Sir,—I have the honor to acknowledge the receipt of three letters from you, dated 8th and 16th of October, and 1st of November last, and, until this date, was unable to answer, as satisfactorily as I desired, the several matters to which you refer.

I beg to send herewith the contracts between you and the Government of New Brunswick, certified by the Provincial Secretary, and having the addition you suggested for rendering more explicit the terms on which the Government would hold back grants for the benefit of any association, that would advance money to Immigrants as contemplated at the time the agreement was entered into.

It is fully intended that the expense of transportation from St. John to the houses to be built for the Immigrants, shall be borne by the Government, and my present impression is that this will be done by steamer from St. John in like manner as last Spring, though I think from experience of this year somewhat cheaper.

The Riviere du Loup Railway has its rails now laid, striking the River 12 miles above Woodstock, and within 30 miles or thereabouts of Killburn's, and I may mention here, that quite a number of the settlers are finding work with this company, on whose part, I believe, there exists every disposition to give all possible facilities for labor during the winter; and there is an almost absolute certainty that during the summer abundance of work will be readily obtainable by any of the present colonists, or those who come next Spring if they desire it, on the works of the company, at fairly remunerative prices.

In the matter of the store for the accommodation of those who may come, I cannot give you any reason to expect that the Government will assist.

In reply to your suggestion that at Kentore Corner a tract should be set apart to be divided into lots of ten or more acres, I have to say that prior to receipt of yours, some of these lots had been located to some of the colonists. I, however, do not entirely concur with your views on the subject. I can point to two townships in this Province where an idea somewhat very similar to yours was so far carried out that very accurate surveys were made and allotments made, but no settlement of a town was secured, and as our contract with you contemplates settlement of lots on which houses are built, we need not now come to any definite conclusion in the matter.

If the information I have be correct, the passengers by the Anchor Line this next year will be somewhat less than last year, as I learn the Dominion Government intend to put

all steamship lines running to Canadian Ports on the same footing as the Allan Line was last year, by which line the passages last year were £1 15s.

I expect however shortly to go to Ottawa in connection with Immigration matters, and will obtain accurate information on this subject, and I trust be able to advise you early enough on this point to enable you to hold out very favorable terms, in respect of passages, to intending Immigrants.

I send you herewith a plan showing the location of the lots selected, and the sites of the houses being built for the Immigrants, as also the location of the chopping made, and to be made. I have a report from my overseer, that on the 12th instant, 127 acres had been chopped, and I am very confident that the remaining 23 acres to be chopped for the coming Immigrants, will be done during the present month. At this date more than one half of the houses are logged up, and some of them are finished, and having Joseph B. Porter and Oliver Curless as contractors for the houses, I feel very sure that they will be finished long before the twentieth of April next, the time mentioned in the house building contract, a copy of which I send you herewith.

You will observe on this plan the names of James Leith and Wm. & Alex. Perie, James Patterson, sen., James Patterson, jr., and John Patterson, and Cummings, the father of John and Miss Cummings who came out last spring. These seven will be of the 50 families you are under your contract to procure, and they will be located as on the plan marked. The Peries and Leith visited the colony in September, and selected the lots on which their names appear. They are of Auchmull, Aberdeenshire, and have instructions to report themselves to you. Mr. John Grant, on the Kincairdine road, knows these parties.

The Pattersons are fathers and brothers of the Pattersons who are located on the Kintore Road, and Mr. Cummings, you doubtless know.

I will send you a list giving the numbers of the lots, so as to be very explicit.

It is desired that as the arrangements are only for fifty families, that number should not be exceeded.

You will recollect the disappointment there was last Spring arising from a misunderstanding with regard to the preparation of the ground for the immigrants. That this may not again arise I send you a copy of the chopping contract. The burn therein referred to cannot possibly be made before the arrival of the immigrants.

While the Government have nothing whatever to do under the contract with you with regard to the stoves required by the new settler, I have been making inquiry for the most suitable stove for them, and I estimate that such a stove as is required with the usual fit out of cooking utensils and pipes, &c., will cost the immigrant when put up in his house after paying carriage, &c., about \$30, New Brunswick currency. I therefore suggest for the further comfort of the immigrants on their arrival here, that you obtain from them the price of this stove, and advise me as early as possible of it. I will undertake to look after the procuring and forwarding, and putting up of these stoves, ready so that a fire may be put therein as soon as they arrive at their homes. But to do this I wish notice of it not later than the middle of March or earlier if possible. Should the \$30 be found more than sufficient to cover the expense, the balance would be paid to the immigrant.

I recommend this suggestion to your particular consideration.

I would also suggest that each family either bring with them or procure on their way up River a small supply of provisions, enough for a day or two, as it will take that time for them to get settled in their houses, and the distance to any store is considerable.

The Government under their Minute of Council are bound to transport up River and to the houses such luggage as the steamship company allow to each immigrant. Any charges for extra luggage must be borne by the immigrant.

I trust you may be able in connection with your immigration to establish the association for the purpose of making loans. I can see in this a means of securing not only first-class men, but an almost positive guarantee that those who come will be the actual settlers, and I assure you it would be a matter of pride should we in this matter secure a colony on whom there would be no percentage of loss by leaving after they arrive in this country. In this view of the matter I trust there may be no misunderstanding on the part of the immigrants as to the position of things they will find on their arrival here. And I feel sure your observations while in New Brunswick, and particularly in the Colony this

Allan Line was

on matters, and
advise you early
of passages,

and the sites of
chopping made,
stant, 127 acres
to be chopped
this date more
ed, and having
very sure that
mentioned in

& Alex. Perie,
Cumm-

These seven
will be located
umber, and sel-
deenshire, and
inecardine road,

l on the Kin-

licit.

ber should not

a misunder-
That this may
ein referred to

with you with
y for the most
the usual fit
in his house
re suggest for
rom them the
to look after
fire may be
tice of it not
nd more than

on their way
that time for
ble.

o River and
grant. Any

the associa-
ing not only
the actual
atter secure a
rive in this
g on the part
ore. And I
Colony this

past summer, will prevent a recurrence of many of the troubles with which I had to contend last Spring. I am much impressed with what you write with regard to organizing your association, but as the lots on which these coming immigrants are to be settled have no water power on them, and this question of townlands at the Kintore corner is not practicable, and the matters could be more satisfactorily discussed between yourself personally and the Government, I cannot give you any positive assurance on these subjects. I would, however say, that should you find it impossible to secure loans for no other reason than because those water power, town land, and waste land facilities cannot be secured, I feel satisfied the Government of New Brunswick would do all they could possibly in the matter.

I have very satisfactory reports of the contentment that prevails in the colony, and have again to make the oft repeated observation that good health prevails among them, and no death has as yet taken place of any one who came over in the Castalia.

I send you herewith per request the notice that a part of the fine farm of Senator W. H. Odell is to let. You will have seen this farm. Mr. Odell thinks a person taking a lease would require about \$1,000 to start with in procuring stock, &c. Should you find any who would care to lease, I would be glad to communicate with Mr. Odell on the subject.

I shall be glad to hear frequently of your progress.

Your obedient servant,

BENJAMIN R. STEVENSON.

GEORGE TROUP, ESQ.,
Aberdeen.

CROWN LAND OFFICE.

Fredericton, 18th December, 1873.

Sir,—I have to acknowledge the receipt of yours of the 20th October, 3rd, 11th, and 17th of November last, and was unable earlier to reply satisfactorily to the several matters to which they refer.

Mr. Troup had done, as the Government believed, very efficient work in connection with the Immigration of last Spring, and was desirous of doing more, and it seemed to the Government that his intimate acquaintance with the position and surroundings of Kincardine Colony, acquired by a residence of almost four months among them, eminently fitted him for the discharge of the various duties connected with a farther extension of that colony, and the Government felt that you would most readily assist him in the work for which, no doubt you, Captain Brown, Mr. Stewart, and others had prepared the field to a very considerably extent.

The Government had however determined that something should be done for colonization on the North Shore, and they know of no one so well fitted to undertake this work as yourself. Hence the instructions for the Balmoral Settlement were sent to you, and they are pleased to learn of the readiness with which you enter on this work and the zeal so far manifested in its prosecution.

I have, however strongly to impress on you the desirability of securing farmers with small families, and would be glad if they are to be got of the same class as the farmers who came out last Spring, and while your Dominion agency is in England and Scotland, the Local Government would prefer to have this colony either from Scotland or the Northern Counties of England.

In your determination of this question, have studious regard to that solid character observable in the farmer colonists that went to New Kincardineshire.

You will understand you have no discretion to go beyond fifty families, our preparations being only fifty houses and fifty choppings.

I send you herewith a copy of a reply to our inquiry as to assisted passages for 1874. But I am of opinion something better than this can be obtained, and with that view I go shortly to Ottawa to discuss the matter with the Minister of Agriculture, and when the time comes I will advise you.

I learn however, though not very surely, that the terms heretofore obtainable by the "Allan Line," will be granted by all other Lines arriving at Canadian Ports.

I entirely agree with you as to the desirability of establishing a Canadian Paper, and

will have pleasure in urging the matter on the Minister of Agriculture when I go to Ottawa. The preparation of the matter by an Editor in England competent to determine what would best strike the mind of an intending immigrant, has advantages very decided when compared with that prepared by persons resident in this country, and I trust Mr. Simpson, ere this, has satisfactorily completed his arrangements for publication.

If in any way arrangements can be made by which cheap passages can be secured for the colonists, they will get the full benefit of them.

In connection, however, with your colony, the Government see that the comfort of the immigrants will be greatly considered, if they could secure their being landed at Dalhousie, and you might make inquiries as to the chances of getting a steamer bound for Quebec to bring out your colony, and calling at Dalhousie. I do not think she would require more than two days and perhaps not so much to go to Dalhousie, and disembark passengers and their luggage.

I send you herewith a copy of the specification of the land chopping and house building contracts, to which I desire particular attention so that colonists may fully understand what they are to expect on their arrival at their houses. You will understand the burning will not be made till after the arrival of the immigrants, and that only the first burning is to be made. No piling is to be done. The houses will be a little open as the unavoidable spaces between the logs will not be filled.

These, as you know, can readily be filled with moss by the settler himself.

I also send you herewith two plans of your settlement: one on a large scale, showing the location of the houses and choppings, by which you can readily distribute tickets to your colonists. The other shows the location of the colony with reference to the River Restigouche, Dalhousie, Campbellton, Intercolonial Railway, and the road from Dalhousie to the settlement. Mr. Alexander Watt, whose lot and house are shown on the plan, is a very successful farmer. In the tract you will observe two buildings marked as "Emigrant Buildings, Nos. 1 & 2." These are two buildings built in Spring of 1872, for a colony then expected. They are 25 x 62 feet, with 10 feet ceilings built of squared logs, and can well be used for school houses or churches, and the lots on which they are built together with the buildings, will be reserved and donated to the School Districts in which they respectively lie for school purposes.

The number of trees on an acre on these lots is variable, but I feel very safe in stating that the average number, above six inches at the butt, per acre, is not over 200, varying from six inches upwards to perhaps two feet. The soil of the tract has always been reported very fine, and Deputy Sadler fully justifies the representation of it as contained in the sheet pamphlet published by the Government, and which appears in my Immigration Report of last year.

My contract for road building will secure only such a road as will tolerably enable us to get the colonists in next Spring, and will for a time answer very well for a new settlers' road. While therefore I cannot give any assurances that there will be work on the roads, I can say that if there be any the Government will have pleasure in giving it to the new settlers on fair terms, even if a little more than they would be required to pay for like work by our own people.

While the Government have nothing to do with providing stoves for the new settlers. I have been making enquiries and have ascertained that a fair cooking stove with a fit-out of cooking utensils and pipe can be obtained, and put up in the house ready for use on the entry of the settler for about \$30. I therefore suggest for the comfort of the immigrant on his arrival, that you obtain from them the price of this stove, and advise me as early as possible of it. I will undertake to look after the procuring, forwarding and putting up of these stoves, ready so that a fire may be put on at once on arrival at their houses. But to do this I wish notice of it not later than the middle of March and earlier if possible.

Should the \$30 be more than sufficient to pay for these, any balance can be paid to the settler.

There will be no store nearer than Dalhousie, a distance from the furthest settler of about 12 miles. Each family therefore should make some provision for some supplies

ure when I go to
incompetent to deter-
advantages very
country, and I
ments for publica-

can be secured for
ant the comfort of
being landed at
a steamer bound
do not think she
to Dalhousie, and

g and house build-
may fully under-
will understand the
that only the first
a little open as the

himself.

large scale, show-
ly distribute tickets
with reference to the
and the road from
ouse are shown on
ve two buildings
ngs built in Spring
0 feet ceilings built
s, and the lots on
nd donated to the

very safe in statu-
e, in not over 200,
e tract has always
ntation of it as con-
which appears in my

tolerably enable us
vell for a new set-
ere will be work on
leasure in giving it
ould be required to

or the new settlers.
ng stove with a fit-
house ready for use
st for the comfort
f this stove, and ad-
procuring, forward-
on at once on ar-
han the middle of

nce can be paid to

e furthest settler of
for some supplies

before they go forward. This can, I doubt not, be done at Dalhousie, and the settlers must at once learn to abandon what I believe, is their general practice at home, the buying groceries in small quantities.

Perhaps some one of the settlers might be disposed to undertake on his own account a small store, and if so he might be located near one of the immigrant buildings, and could occupy a part of that building. (No. 1 Building could be most advantageously used) until it should be required for other uses.

Up to this date I have very satisfactory reports of the progress of preparations for this colony, and feel very certain that every thing required in the way of house building and land chopping will be completed before the 1st of April.

I do not however care to have the colony land at Dalhousie earlier than the 10th of May next.

I have to strongly recommend to your careful consideration the suggestions with regard to the stores, store, and small supply of groceries, &c.

You will understand that the Government undertake the cost of transportation of the colony from Dalhousie to the settlement. This of course will include their families and such luggage as the ocean steamer may carry without extra charge. Should arrangements be made to have the ocean steamer go direct to Dalhousie where there is a perfectly good harbor, any extra expense would be borne by the Government, the immigrants paying only the same passage as if they came to Halifax.

Should it be found impossible to get the steamer to go to Dalhousie, we should land them at St. John, and forward by rail to Shediac, and steamer to Dalhousie.

I sincerely trust however we may avoid this circuitous route.

I send you herewith (per request) notice that a part of the fine farm of Senator W. H. Odell is to be let. You will have seen this farm. Mr. Odell thinks \$1000 would be required to stock, &c., the farm.

Should you find any one who would care to lease, I will gladly advise Mr. Odell.

You will frequently, I trust, advise me of your progress, and oblige,

Your obedient servant,

BENJAMIN R. STEVENSON.

THOMAS POTTS, Esq.,
Stonehaven.

It is reported to me, that the land chopping at Stonehaven and Balmoral, is now done, and that very satisfactory progress is being made with the house building; and I have every reason to believe, that the house contracts will be all completed within the time named in them.

I feel very sure the arrangements I have made for the reception in New Brunswick of the Immigration of 1874, have in them all the elements of full success; that in the colonization enthusiasm of Mr. Troup, and his full knowledge of the details of the past year's operations, and in the zeal and energy of Mr. Potts, the Government have large guarantees, that a good class of Immigrants will be secured, and that the details in Great Britain will be perfectly attended to. I am also very confident, that the same lively interest, and enthusiastic reception which greeted the Colonists this year, will be accorded to those who may next year be induced to trust their future to the soil, climate, and opportunities offered in New Brunswick, for the acquirement of healthful independence.

NEW BRUNSWICK IMMIGRATION PAMPHLET.

The distribution of the following short but fairly descriptive pamphlet upon New Brunswick, as a field for Immigration, was continued, and the demand thereof, was so considerably increased, that I was obliged to approve of a further large issue thereof:

NEW BRUNSWICK.

New Brunswick is one of the British North American Provinces, and forms part of the Dominion of Canada. It borders on the Provinces of Nova Scotia and Quebec, and the State of Maine, (one of the United States of America), and is with Nova Scotia, nearer Europe than any of the populated portions of the Continent of America. It is larger than Belgium and Holland united, and nearly two thirds as large as England. It is 210 miles in length, and 180 miles in breadth, and has a coast line of about 500 miles, indented with spacious bays and inlets, and is intersected in every direction with large navigable rivers. It is generally a flat or undulating country. On its northeast coast, from the Bay Chaleur to the boundary of Nova Scotia—200 miles—there is hardly a hill exceeding 300 feet in height. There are some elevated lands skirting the Bay of Fundy and the River St. John, but the only section of a mountainous character is that bordering on the Province of Quebec on the north, where the country is beautifully diversified by oval topped hills, ranging from 500 to 800 feet in height, clothed with lofty forest trees almost to their summit, and surrounded by fertile valleys and table lands.

New Brunswick is divided into fourteen Counties, classified as follows:—1st, the sea board Counties, on the Bay Chaleur, Gulf of St. Lawrence, and Straits of Northumberland, comprising Restigouche, Gloucester, Northumberland, Kent and Westmoreland; 2nd, the sea board Counties on the Southern or Bay of Fundy coast, comprising Albert, St. John, and Charlotte; 3rd, the inland Counties on the St. John River, comprising King's, Queen's, Sunbury, York, Carleton and Victoria.

Restigouche contains 1,426,560 acres, of which over one million two hundred thousand acres are ungranted; population, 5,575; chief towns, Dalhousie and Campbellton. The surface is undulating, the soil remarkably fertile: 19,000 acres of as fine land as exists in America is laid off in blocks by the Government for settlement. The great Intercolonial Railway, now under construction by the Dominion of Canada, runs through the length of this county—a distance of 50 miles. The rivers and coast waters abound with the finest of fish. Access by rail and steamer from Saint John.

Gloucester contains 1,037,440 acres, of which two thirds are ungranted. Twenty-five thousand acres of the most fertile land have lately been laid off for settlement near the Intercolonial Railway, 45 miles of which are now under construction in the County: population 18,810; chief town, Bathurst. Fisheries on the coast and in the rivers equal to any in the world. Inhabitants engaged in fishing, farming, lumbering, and shipbuilding. Soil for most part excellent. Some of the finest farms of the country are in Gloucester. Access by rail and steamer from Saint John.

Northumberland contains 2,980,000 acres, of which two thirds are ungranted: population 20,116; chief towns, Chatham, Newcastle, and Douglastown, the former of which is a great port for shipment of lumber to Great Britain. Inhabitants extensively engaged in lumbering, shipbuilding, fishing, and farming. The Miramichi River, navigable for the largest ships as far as Chatham, flows through this County, and with its tributaries, waters a large section of country. Forty-five miles of the Intercolonial Railway are now being built in this County, in which also the Government has laid off 10,000 acres of the finest land for immediate settlement. Access by rail and steamer from Saint John.

Kent contains 1,026,000 acres, of which more than one half is ungranted: population, 19,101. The inhabitants are engaged in lumbering, farming, fishing, and shipbuilding. Chief town, Richibucto. Kent is a splendid farming country: surface almost level; scarcely a hill of magnitude in its entire extent; watered by the Richibucto and its tributaries. Forty miles of the Intercolonial Railway are being built in this County, and 21,000 acres of fine farming country are laid off by government for immediate settlement. Access by rail and steamer from Saint John.

Westmoreland contains 878,440 acres, of which one quarter is ungranted: population, 29,335; chief towns, Moncton, Dorchester, Shediac, Salisbury, and Sackville. Extensive tracts of alluvial land and fine upland give to this County unrivalled agricultural capabilities, while there are also many facilities for lumbering, fishing, shipbuilding, manufacturing and general business. Sixty miles of railway already built traverse the County, giving to all parts of it railway communication with Saint John.

Albert contains 433,560 acres, of which one fourth is ungranted: population, 10,672. Upland generally good, with extensive dyked marshes: a large proportion of the vacant land is of good quality, well adapted for settlement. Albert is rich in minerals: valuable coal mines are being worked near Hillsborough. Chief towns, Hopewell and Hillsborough. Inhabitants largely engaged in farming, mining, and shipbuilding. Access by rail from Saint John.

Saint John contains 414,720 acres, mostly granted. Being a narrow seaboard County, the soil is not so fertile as in the interior Counties: still there are many fine farming tracts, and the proximity of large markets makes farming profitable: population, 52,303. The City of Saint John has, with its suburbs, a population of 42,000. This fine city, lying at the mouth of one of the largest rivers of North America, with a harbor open all the year round, with regular steam communication with all the main ports of Nova Scotia, and the northern portion of the United States, with first class railways running from it in every direction, with extensive maritime and manufacturing interests, is certain of becoming a city of the greatest commercial importance.

Charlotte contains 783,360 acres, of which nearly one half is ungranted. The Saint Croix river, navigable by steamers to Saint Stephen, divides this County from the United States: population, 25,871: chief towns, Saint Andrews, Saint Stephen, and Saint George: the two former of which are connected by rail with the interior of the Province. The surface of this County is broken, although in many districts there is fine fertile land. There is much enterprise and a great diversity of occupation in the County, and the people are generally prosperous. Access by rail and steamer from Saint John.

King's contains 849,920 acres, of which only one-eighth remains ungranted: population, 24,593, chiefly engaged in farming. The surface is undulating, with hills of gentle elevation and level fertile valleys. Chief towns, Hampton, Sussex, and Rothesay. A Government line of Railway from Saint John, to Nova Scotia, runs for 60 miles through the County. The Railway from Saint John, to the United States, also passes through the western part of the County.

Queen's contains 961,280 acres, of which one-third is ungranted: population, 13,847. This County, watered by the Saint John River, and Grand Lake, and the Washademoak, presents large tracts of the finest alluvial lands, and the soil is generally good. The Government has laid off 22,000 acres for immediate settlement. Large coal fields underlie the soil of this County, and coal mining is carried on. All parts of the County are accessible by water from Saint John, and the Railway from Saint John, to the United States, passes through its western portion. Chief town, Gagetown.

Sunbury contains 782,080 acres, of which almost one half is ungranted: population, 6,824. West of the Saint John River the land lies in long swells: east it is very low and level, with immense stretches of the most fertile intervals. Chief town, Oromocto. The Railway from Saint John, to the United States, passes through the western part of the County. 8,000 acres of good farming land laid off for settlement.

York contains 2,201,600 acres, of which nearly one-half is ungranted, Chief town is Fredericton—the seat of Government—a city with a population of 6,000, on the Saint John River, 84 miles from its mouth, and connected by rail with Saint John. This County is well watered and wooded, and its agricultural resources are great. Of late years very successful settlements have been planted in it from England and Ireland. The Railway from Saint John, to the United States traverses the County: another Railway connects Fredericton with Saint John; the Saint Andrews and Woodstock Railway passes through its western part: and the great Railway from Fredericton to Riviere du Loup on the Saint Lawrence, now under construction, runs for miles through the eastern part of the County. 20,000 acres of excellent settlement land are specially laid off for settlers. Population of the County, 27,140.

Carleton contains 700,000 acres, one fourth of which is ungranted: population, 19,038, engaged chiefly in farming, for which the entire County is wonderfully adapted. There is no better land in America than that of Carleton County, 34,000 acres of which is specially laid off for immediate settlement. Woodstock, its chief town, is on the Saint John River, 150 miles from its mouth, and may be reached by rail or steamer from the seaboard. Railways, 90 miles in length, connect Woodstock with Saint Andrews.

The Railway now being built from Fredericton to Riviere du Loup, will pass from Woodstock upwards through the County. Johnsville, Knowlesville, and Glassville, are flourishing settlements started within ten years.

Victoria contains 2,872,000 acres, of which six-sevenths are ungranted; population, 11,641. The surface is rolling and varied, but remarkably fertile, even to the tops of the hills. The County is rapidly filling up with settlers from the adjoining Province of Quebec. The Swedish colony in the State of Maine is within 18 miles of the Tobique. 34,000 acres of the finest land of the continent are laid off near the Tobique and elsewhere in this County, near the line of the great Railway from Fredericton.

RIVERS OF NEW BRUNSWICK.

An inspection of the Map will show that the surface of the Province is everywhere intersected by rivers and streams, adding to the fertility of the soil, and furnishing easy access to every locality. The principal river is the Saint John, which is 450 miles in length. It is navigable for steamers of large class for 84 miles from the sea up to Fredericton. The steamers running between Saint John and Fredericton equal in magnificence, the splendid steamers that ply on the great American rivers. Above Fredericton smaller steamers ply to Woodstock, about 70 miles further, and when the water is high they make occasional trips to Tobique, a further distance of 50 miles, and sometimes they reach Grand Falls, a distance of 220 miles from the sea.

Into the Saint John flow numerous large tributaries, navigable for various distances: these are the Kennebecasis, the Washademoak, the Grank Lake, the Nashwaak, the Keswick, the Oromocto, the Tobique, and the Aroostook.

The Miramichi is a large River navigable for vessels of 1000 tons for 25 miles from its mouth, and for schooners 20 miles further, above which, for 60 miles, it is navigable for tow-boats. The Restigouche is a noble river, 3 miles wide at its entrance into the Bay Chaleur, and navigable for large vessels for 18 miles. The river and its tributaries drain about 4000 square miles of territory, abounding in timber and other valuable natural resources. Besides these rivers there are the Richibucto, the Petitecodiac, and the Saint Croix, all navigable for large vessels.

CLIMATE.

In New Brunswick the summer is warmer and the winter colder than in England; the ranges of temperature being, in the interior, from 92° above zero to 18° below zero (Fahrenheit). The whole number of days, however, in which the temperature is below zero, rarely exceeds twenty. It rarely happens that more than four days occur together when the mercury is below zero at all. There are generally in the course of the winter three or four periods, lasting two or three days each, when the weather is very cold, and these occur at the same time, over the whole breadth of America, from the Atlantic to the Pacific. These periods occur towards the close of December, in the middle of January, and early in February. Between them are thaws, occasionally rains and warm sunny days, during which the average range of the mercury is from 10° to 40° above zero. In three winter months of 1869, the average temperature was 22° above zero. In general the winters are pleasant, and a few days of extreme cold are nothing in comparison with the average amount of fine weather. People living in New Brunswick do not suffer more, nor so much, from cold as those who live in Great Britain, and other countries where winters are more humid, and the temperature less steady. All business is carried on as actively in winter as in summer, and the people do not wear more clothing than is worn in England and the rest of Northern Europe, or of a different kind.

COURSE OF THE SEASONS.

The winter is fairly established at Christmas. In January, as in other North American Colonies, there is the usual thaw; in February there is the deepest snow, which seldom exceeds two feet; in March the sun acquires much power and the snow begins to melt. The snow disappears early in April, and spring ploughing commences; seed-time continues, according to the season, from the last week in April until early in May. In June the apple trees are in full blossom. In July wild strawberries of fine flavour

will pass from
Glassville, are

d; population,
to the tops of
ng Province of
f the Tobique.
ique and else-
.

is everywhere
urnishing easy
450 miles in
the sea up to
ton equal in
vers. Above
and when the
50 miles, and

us distances:
ashwaak, the

5 miles from
t is navigable
ance into the
its tributaries
able natural
and the Saint

in England;
below zero
ure is below
cur together
of the winter
s very cold,
the Atlantic
e middle of
y rains and
10° to 40°
s 22° above
are nothing
New Bruns-
Britain, and
eady. All
o not wear
of a differ-

North Am-
now, which
now begins
nces; seed-
ly in May.
ine flavour

are ripe and abundant: haying then begins. In August early potatoes are brought to market, as also raspberries and other wild fruits. In September oats, wheat, and other cereal grains are ready for the sickle: these are generally secured before October. The autumn is long, and the weather is then delicious. This is decidedly the most pleasant portion of the year. There are usually heavy rains in November, but when not wet the weather is fine and pleasant. The rivers generally close during the latter part of this month, and by the middle of December winter again fairly sets in.

The number of days during which rain impedes the operations of the British farmer is notoriously very great: but in New Brunswick the climate is more steady and equable. Rains do not so frequently fall. Indeed, the snow of New Brunswick is only one half as heavy or wet as that of England, it requiring 17 inches of snow to average, when melted, one inch of water, while in England 9 inches of snow average, when melted, one inch of water.

The operations of the New Brunswick farmer are therefore less impeded by rain than those of the English farmer, and there are more days in which he can profitably work out-of-doors; while the action of winter upon the soil, by raising up and separating the particles, is such as materially to lessen the labor necessary to bring it into a proper state of tillage. An Ayrshire farmer settled in New Brunswick, whose long experience of Scottish agriculture entitles his opinion to much weight, says:—"The frost of winter leaves the land in a very friable state, and in better order for green crops than any number of ploughings done in winter could make it. On this account, I believe a pair horses could work as much land here, under a given rotation (notwithstanding the shorter season,) as they do in Scotland.

The manner in which all root crops thrive is remarkable, and the frost, by opening and pulverizing the soil, is one of the agents by which the large product is brought about. The climate is also well adapted to the rearing of cattle. With proper care they not only winter well but gain size and flesh. Even in Restigouche, the most northerly County in New Brunswick, the climate is, by reason of its dryness, less severe upon stock than in Great Britain. Large numbers of cattle are raised yearly for the United States markets.

All the fruits generally found in England are grown in New Brunswick, especially apples, pears, plumbs, cherries, currants, gooseberries, and strawberries. The potatoes, of which the land yields 226 bushels to the acre, are superior to any in America. Of wheat, the average produce to the acre is 20 bushels; of barley, 29 bushels; of oats, 34 bushels; of buckwheat, 33 bushels, of rye, 20 bushels; of Indian corn, 41 bushels; of potatoes, 226 bushels, or $6\frac{1}{2}$ tons; of turnips, 456 bushels, or $13\frac{1}{2}$ tons.

WHAT STRANGERS SAY.

Major Robinson, R. E., who in 1845 explored the Province under direction of the British Government, thus describes the Province in his Report to the Imperial Parliament:

"Of the climate, soil, and capabilities of New Brunswick, it is impossible to speak too highly. There is not a country in the world so beautifully wooded and watered. An inspection of the map will show that there is scarcely a section of it without its streams, from the running brook up to the navigable river. Two thirds of its boundary is washed by the sea; the remainder is embraced by the large rivers, the St. John and Restigouche. For beauty and richness of scenery this latter river and its branches are not surpassed by anything in Great Britain. The lakes of New Brunswick are numerous and most beautiful; its surface is undulating, hill and dale varying to the mountain and valley. The country can everywhere be penetrated by its streams. In some parts of the interior, by a portage of three or four miles, a canoe can be floated either to the Bay Chaleur or down to St. John, on the Bay of Fundy."

Some years ago, Professor Johnston, F. R. S., of England, the author of works on Agricultural Chemistry, was invited to visit New Brunswick for the purpose

of examining and reporting on the soil and agricultural capabilities of the Province. In his Report he concludes :—

1. That the soil of New Brunswick is capable of producing food for a population of from five to six millions.

2. That in the capability of growing all the common crops on which man and beast mainly depend, the whole Province of New Brunswick, taken together, exceeds even the favoured Genesee Valley and the southern shores of Lake Ontario, in the State of New York, and exceeding New York in productiveness, it will exceed all the States of New England; and if, as appears from agricultural returns, it will bear a favourable comparison even with Ohio and Upper Canada (Ontario), it becomes doubtful how far, on the whole the Western States are superior to it.

3. That the climate is an exceedingly healthy one, and that it does not prevent the soil from producing crops which, other things being equal, are not inferior, either in quantity or quality, to those of average soils of England.

From very accurate tables, compiled by Professor Johnston, it appears that the soil of New Brunswick yields to the acre, on the average, a higher number of bushels of wheat, barley, oats rye, buckwheat, Indian corn, potatoes and turnips, and a higher average weight per bushel, than either New York or Ohio, two of the finest of the United States. In fact it may be stated that at the London and Paris Exhibitions, New Brunswick took the first prize for oats, the weight being fifty-seven pounds to the bushel. As a consequence, the New Brunswick farmer is contented and prosperous. Archbishop Conolly, the Roman Catholic Archbishop of Nova Scotia, speaking of New Brunswick, said :—

"He had spent years in Italy, had been twice in France; he knew every County in Ireland, and had seen most of England and many other countries—but he never saw any other country teeming with greater abundance of everything necessary for the sustenance of man: no country more highly endowed by Providence with beauty and fertility than New Brunswick appeared to him to be when on his visitation: during the summer season he travelled through various districts, and saw on every side fields of potatoes, and corn, and vegetables, such as could nowhere be exceeded, and the people in a corresponding degree comfortable, happy, and independent."

Macgregor, in his work on British America, speaking of the forests, says :

"It is impossible to exaggerate the beauty of these forests—nothing under heaven can be compared to its effulgent grandeur. Two or three frosty nights in the decline of Autumn transform the boundless verdure of a whole empire into every possible tint of brilliant scarlet, rich violet, every shade of blue and brown, vivid crimson, and glittering yellow. The stern inexorable fir trees alone maintain their eternal sombre green: all others, on mountains or in valleys, burst into the most splendid and most enchanting panorama on earth."

FISHERIES.

The deep-sea and fluvial fisheries of the Maritime Provinces of British America are admittedly superior to all others in America, and from them the markets of the United States, the West Indies, and South America, are largely supplied. The aggregate value of the fish products in 1870 was nearly seventeen millions of dollars, and in these fisheries between 800 and 1100 United States fishing vessels were engaged. Indeed, so important are these fisheries to the United States that they seek to secure participation in them by Treaty with Great Britain. The finest salmon, cod mackerel, herring, oyster and shad fisheries in the world can be prosecuted within sight of the shores of New Brunswick, and her inland waters swarm with trout and salmon.

MINERALS

Coal is abundant, although in thin seams; and antimony, copper, iron, manganese, and other valuable minerals, are found in considerable quantities.

NEW BRUNSWICK AS A MARITIME COUNTRY.

Situate on the sea, with forests of the finest ship timber, New Brunswick has always been pre-eminently a shipbuilding country, and in every market and in every port her ships have a well-known character for strength, durability, workman-like finish and model. Formerly the ships built in New Brunswick, in some years amounting to 90,000 tons, were sent to the English markets for sale, where they commanded the highest rates of vessels of their class. But of late years the people of the Province have built almost entirely for themselves, owning and running the vessels on their own account, thus largely adding to their wealth and to the growth of all the industries usually attendant upon the active prosecution of Maritime pursuits. The effect of this is that the Dominion of Canada, of which New Brunswick is one of the two Maritime Provinces, is to-day the *fourth Maritime power in the world*. The tonnage of the four largest Maritime powers in 1869 was as follows:—Great Britain, 5,516,434 tons; United States, 4,318,309 tons; France, 1,042,311 tons; Dominion of Canada, 999,096 tons. But in proportion to population, the Dominion of Canada owns more tonnage than any other country in the world.

TRADE OF NEW BRUNSWICK.

In 1870 the exports and imports of New Brunswick amounted to 12,157,653 dollars; in 1871 they amounted to 14,550,644 dollars. In 1871 the exports and imports of the Dominion amounted to 161,121,100 dollars. New Brunswick has a direct trade in fish and lumber with Great Britain and other countries of Europe, with South America, the West Indies, and the United States.

MANUFACTURES.

The manufacturing interest of the Province has been greatly stimulated during the past few years. Establishments for the manufacture of woollen and cotton goods, boots and shoes, leather, lumber, furniture, carriages, doors, sashes, staves, paper, soap, agricultural implements, stoves, nails, steam engines, locomotives, &c. &c., are in successful operation, and yearly multiplying, giving employment directly and indirectly to thousands. The light pressure of fiscal burdens, in comparison with the United States, stimulates the manufacturing industries of New Brunswick.

RAILROADS

Fourteen years ago there were but 25 miles of railway constructed in New Brunswick. To-day there are 380 miles in active operation, and 340 additional miles now under construction. The railroads already built and running are—a line, 140 miles in length, connecting St. John with Nova Scotia, and the Gulf of St. Lawrence on the east; a line, 91 miles in length, connecting St. John with the United States on the West, a line 90 miles in length connecting St. Andrews with Woodstock; while branch lines run from these main lines to Fredericton; St. Stephen, and other places.

There are two great lines of railway under construction—1st, the great Intercolonial Railway, connecting the Maritime with the western Provinces of Canada. This road for 200 miles traverses the eastern part of New Brunswick, and is being built by the Government of Canada, at a cost of about sixteen millions of dollars. 2d, The great Riviere du Loup Railway, running from Fredericton and Woodstock to the river St. Lawrence, following the fertile valley of the St. John, and passing 180 miles through New Brunswick. When these lines and others now projected shall be completed, the railway system of New Brunswick, centering at St. John, and comprising over 1000 miles of Railway, will add im-

mensely to the wealth of the country, and will, with the noble rivers and admirable highways of the Province, bring every section within reach of the principal markets of America, affording to the Immigrant an almost absolute certainty of remunerative labor.

EDUCATION.

New Brunswick devotes annually out of the Provincial revenues 120,000 dollars to educational objects. The educational institutions supported by law are—a Provincial University, a Training or Normal School for teachers, and a system of common schools, ranging from the primary to the grammar or high school department. The common schools are *free to all*, being supported from the Provincial revenue, and by rate upon the entire property of the country.

WAGES AND TAXATION.

Farm servants receive from 10 dollars to 16 dollars a month by the year, with board; female servants, from 4 dollars to 6 dollars a month, with board; lumbermen, from 18 dollars to 26 dollars per month, with board; farm laborers, from 75 cents to 1 dollar 25 cents a day, with board; bricklayers, plasterers, and masons, from 2 dollars to 3 dollars a day; carpenters, from 1 dollar 50 cents to 2 dollars 25 cents; painters, from 1 dollar 50 cents to 2 dollars; bakers, 1 dollar 20 cents; millwrights, 2 dollars; shipwrights, 1 dollar 20 cents to 1 dollar 50 cents; saddlers, 1 dollar 25 cents to 1 dollar 75 cents; tanners, 1 dollar 20 cents to 1 dollar 50 cents. Laborers on the Riviere du Loup and Intercolonial Railways receive 1 dollar 10 cents a day all the year; and the Riviere du Loup Railway Company also give grants of excellent land along the railway to those who work for one, two, or three years. The above wages are, with the reasonable cost of living, higher than the wages in the United States, which, although nominally high, are, by reason of the depreciated value of United States currency, the high cost of living, and the heavy taxes, really less remunerative than those in New Brunswick.

The taxation in New Brunswick amounts to about 3 dollars 65 cents per head. In the United States it amounts to five times as much, or about 18 dollars per head. One dollar New Brunswick currency equals 4s. 4d. sterling. The New Brunswick cent, of which there are one hundred to the dollar, and the English halfpenny, are almost identical in value.

SOCIAL LIFE OF NEW BRUNSWICK.

The social life and civilization of New Brunswick is that of Great Britain, with such changes as are naturally induced by life in a country where the land is owned by the tiller of the soil; where there is no exclusive or favored class; where, in the eye of the law, all men and all creeds are equal; and where the physical characteristics of the country are fitted to develop the best qualities of the race. The New Brunswicker is ordinarily robust, athletic, active, intelligent, and enterprising. He is surrounded with all the evidences of civilization. In every settlement there is the post office, the newspaper, the school, and the church. The country is a new country only in the absence of traditions and a history. The emigrant from England, Scotland, Ireland, Norway, Sweden, Denmark, or France, will come to a country as advanced in all respects of civilization as the country he has left, but free from many of the social, legal, and economic drawbacks which often render life in the older countries unpleasant and labor unremunerative. The settler may, according to his own means and inclination, either embark in commercial, mechanical, or agricultural pursuits. He may find employment in the cities in the ordinary industrial occupations incident to the cities of Europe; he may labor in the construction of the great railways now building; he may buy a farm at reasonable rates in the well settled parts of the country; or, as many have heretofore done and found their course end in

wealth, he may take out a grant from the Crown of some of the most fertile land on the Continent; but wherever he settles he will be within the reach of profitable markets, free schools, and the means of religious worship. And in New Brunswick all religious bodies exist on terms of equality. There is no State Church.

OFFER OF THE RIVIERE DU LOUP RAILWAY COMPANY.

The Riviere du Loup Railway Company, who are constructing a line of railway from Fredericton to Riviere du Loup on the St. Lawrence, 150 miles of which railway is in New Brunswick, have contracted with the Government, from whom they receive a subsidy, that they will give three years' steady employment at one dollar and ten cents (4s. 7d. sterling) per day, and in addition a grant of 30 acres of the finest farming land for one year's service, 60 acres for two years' service, and 100 acres for three years' service.

New Brunswick is within eight or ten days' steaming of England.

FREE GRANTS.

Several applications have been made under the Free Grants Act and the amendments thereto.

A report of these more properly comes under the Crown Land Report, where extended reference to this subject will be found.

While under this Act and the Regulations thereunder which appear in the appendix, applications have been received so far only from residents in the Province, it is to be understood that its liberal terms are open to all whether residents or foreigners who may desire to avail themselves thereof, and I trust when the operation of this Act is more fully understood, large settlements will spring up in various parts of the Province.

IMMIGRATION TO CANADA.

The Dominion of Canada as a field for immigration has, by means of a vigorous and faithful prosecution of the policy determined on at the Immigration Conference convened on the 19th September, 1871, rapidly attracted attention in Europe generally, but in Great Britain particularly.

The diffusion of information through numerous agencies is fast bringing the great resources of the Dominion to the knowledge of every class of immigrants.

"Public opinion in Europe on the subject of emigration has become much modified, and although the authorities still regard it with disfavor, it has many partisans among the people, political economists, and men of business. The prejudices so long entertained on this subject are fast disappearing, little by little, and public opinion, as it becomes more enlightened, will soon demand from Governments measures still more favorable than those which now exist. People now understand that emigration, which is a source of wealth to the country which receives it, does not impoverish the country which supplies it, as every emigrant leaving the country, gives more room for those who remain, and consequently this movement causes an increase in labor and wealth, and also an increase in population.

The various European countries reap commercial advantages from emigration, which are fast becoming more and more appreciated. The people take with them to distant countries, the tastes and habits of their own, and in a short time they cause the introduction of articles of commerce to which they have been accustomed, by which means their own tastes and habits are often established. These commercial relations small at first multiply in proportion as their mutual knowledge increases, and often times reach a magnitude never anticipated."

Extract from Report of Proceedings in Europe by J. A. Provencher, Esq., Dominion Emigrant Agent, under date Paris, 31st Dec., 1872.

This able report, referring to the success of the emigration from Europe to the United Provinces of La Plata, also contains some observations, the entire justness of which have been in so many particulars verified in my emigration experience of the past two years, that I take the liberty of extracting them :

The report says, "Next to the United States, the Argentine Republican receives the greatest number of the emigrants. Each emigrant is required to pay his own passage. The authorities bind themselves to meet the expenses of board and lodging for a few days, and offer to all emigrants free transport to the interior, with a lot of land to those wishing to engage in agricultural pursuits.

Regarding this country, it may be said that it is well known the climate is good. The Government has always been sufficiently liberal to our new comers, and extensive commercial relations exist, by means of various lines of steamers, with all the principal ports of the European continent.

Further, emigrants to the Argentine Republic like those of the United States are free from all engagements and contracts, and they are at liberty to act according to their wishes, while, at the same time, they know that they can only depend upon their own exertions. This freedom of action, and the responsibility arising from it, generally redouble their energy, thus making a large number successful, a source of encouragement to those following them.

This idea of personal independence to the emigrant should never be lost sight of ; to obtain it, Europeans leave their homes in such great numbers for the new world. They desire, above all things, to become owners of land, and by their industry, to render it of more value.

If they find, in their new country, the same drawbacks from which they have fled, if they fall under the control of companies or governments, which are constantly on the look out to obtain from them, little by little, the repayment of advances made to them, if they are not allowed to gain their livelihood in the manner they desire, then the principal reasons for which they have emigrated are scattered to the winds.

"All the guarantees, conditions, and promises demanded from emigrants for advances made appear to them of little importance on their departure, but, on their arrival, they assume a totally different aspect, if they have not to disburse money immediately. We can find an indefinite number of persons in any country ready to go anywhere ; but, whatever may be the manner in which they are treated, it is certain that numerous complaints will be made immediately after their arrival. These complaints may be without foundation, yet the effect produced is precisely the same regarding the country against which they are directed, as they are diffused amongst those who are not judges of their truthfulness.

"To abandon their country in order to make a home in a new one, isolated and unknown, is above all things a mark of courage and devotedness, the cause of which can only be explained by a firm conviction they have in the future prosperity of themselves and their children. This is the sole reason of the conduct of these pioneers who are found in all portions of the new world, and who, withdrawn from civilization, without any connection with the outer world, are deprived of all the enjoyments which society affords, living isolated and alone, with the hope only that, at some future time they will be recompensed for their privations and labor, when their locality, in the regular course of events becomes populated, and when they will find themselves in such a state of prosperity as can

from Europe to
ions, the entire
y emigration ex-
ng them :

Republican re-
quired to pay
penses of board
ort to the inte-
pursuits.

the climate is
r new comers,
es of steamers,

United States
erty to act ac-
they can only
responsibility
large number

r be lost sight
ers for the new
and by their

ch they have
hich are con-
repayment of
elihood in the
ve emigrated

emigrants for
ture, but, on
not to dis-
of persons in
ner in which
made imme-
undation, yet
gainst which
edges of their

one, isolated
s, the cause
future pros-
the conduct
d who, with-
rld, are de-
and alone,
ed for their
nts becomes
erity as can

be the more appreciated because their sacrifices have been great, and their reward dearly purchased.

"Individual liberty and new prospects are the two great levers of colonization and emigration, and they cannot be too highly esteemed. The permanent results will always be in proportion to the individual interests which may be put in force.

"It is not meant by this that the Government ought to remain passive with regard to immigration ; its duty is to contribute as largely as possible in proportion to the advantages which ensue from it. There is every reason to make known the resources which it offers to foreign industry and labor.

"Those who have sufficient confidence in it to trust their future and that of their children, have indeed the right to demand that their inexperience should be protected, and that they should be warned against misconceptions, through which the country itself would be the victim ; but this protection should never be a hinderance. Support should never be misconstrued into patronage.

"The emigrants who do not succeed, and of whom there will always be some, should be made to feel that they must look to themselves and not to the Government.

"The subject of advances on the price of passage is now a very great question in Canada. I have, as far as possible, striven to explain at length my views regarding it. I ought to add, however, that these remarks have reference only to the system as applied generally. In some cases, this system of advances, with or without conditions of repayment, presents advantages which ought not to be overlooked, and I have every reason to believe that, in the measure of its application during this year by the Province of Quebec, it has proved of valuable service.

"For an individual, or a class representing a branch of industry required in our country, for an agriculturist, or a good mechanic with a large family which cannot be left behind, and whose passage he is unable to pay, it would be well to continue to act as we have done during the last six months ; but each application ought to be weighed separately, and accepted on the responsibility of the agents, whose duty it would be to act with the greatest discretion, and be confident that the system would not be abused.

"In consequence of this, the agents of the Canadian Government have sent to the Province of Quebec only 177 emigrants at reduced rates, when their instruction permitted them to forward 300. This number could have been easily obtained, but it was deemed preferable to select only those suitable, rather than to send indiscriminately the number allowed.

"As to the system of entirely free passages, it would have the most disastrous results. Emigrants forced to have recourse to it, are altogether unsuited to the stern realities of colonization. Further, the only security which is possessed of the emigrant's good faith, and of the worthiness manifested in him, is by advancing a portion of his necessary expenses for settlement in the country. We should not lay ourselves open to the risk of granting free passages to America ; nor of recruiting emigrants for the United States.

This report also says, "The policy adopted by Canada has so far succeeded well, and it would not be advisable to stop it. The publication of the resources of the country has been conducted with the zeal and forethought the subject requires. It is now completed by letters from the emigrants themselves (nothing could be of more service) filled with praises of the vast resources of the country, the manners of its population, and of the cordiality with which they are greeted everywhere.

"Our country is beginning to be appreciated, not only for the advantages

which it offers to the working and agricultural classes, but also for the advantages which it offers in a manufacturing and commercial point of view, from its public works and its financial position. Business men, merchants, capitalists and bankers will soon regard it as the equal of other countries of the world. Hitherto, our comparatively unknown condition has greatly retarded our success."

"The multiplicity of commercial, and the creation of financial relations, will exert a direct and immediate effect on the course of emigration. The direction given to capital is a guide to the people.

"The press will not be slow in taking its part in the movement, by treating Canadian questions with the same interest, as displayed in the cases of Brazil, and the United States."

I believe that the above facts should be taken into consideration, in regard to the publicity to be given to Canada, pamphlets and advertisements are extremely useful, but they appeal only to one class of immigrants. There should, to complete it, be a publication of information more extended, more varied, and of such a nature that the interest of the general public may be excited; in fact, that laborers or peasants seeking intelligence respecting Canada, should not always receive the answer that the country is absolutely unknown."

In conclusion, it may be fairly claimed that New Brunswick has manifested the strongest determination to ensure the success of that liberal policy, initiated at the immigration conference held at Ottawa, on the 19th Sept. 1871, and has fully performed her engagement, as contained in the seventh paragraph of the arrangement, in reference to immigration, between the Dominion and Provincial Governments which provides that—"The several provinces will maintain an efficient system of immigration agency within their respective territories, and will connect the same, so far as possible, with a liberal policy for the settlement and colonization of the uncultivated lands thereof."

No part of the Dominion offers better facilities for intending immigrants.

With her commercial interests with keeping of keen-sighted, active, intelligent, prudent business men, with her fruitful fields offering an abundant reward to the industry of the farmer, who is fast becoming less lumberman than heretofore; with her lumbering conducted by practical men, educated by personal experience in all the details of this important business, now becoming more professional than heretofore; with her shipping rapidly increasing, and now being built for, and owned by her own people more than heretofore; with her manufacturing interests increasing more rapidly than heretofore; with her inexhaustible fisheries prosecuted by hardy energetic men, with more skill, and by the aid of larger capital, and more extended market, than heretofore; with her efficient system of education open, free, and equal to all; with the spirit of Railway enterprise largely abroad among the people; with these large inducements, and a fine climate; so near to the great supply of immigration, that in eighteen days the immigrant can be comfortably occupying the house furnished by the liberality of her Government. New Brunswick offers to the industrious, a home, in which, in a short time, they can win that independence which it is the genius of the hardy honest sons of toil, the world over, to long for and struggle to obtain.

Respectfully submitting this Report for the favorable consideration of your Honor and the Legislature.

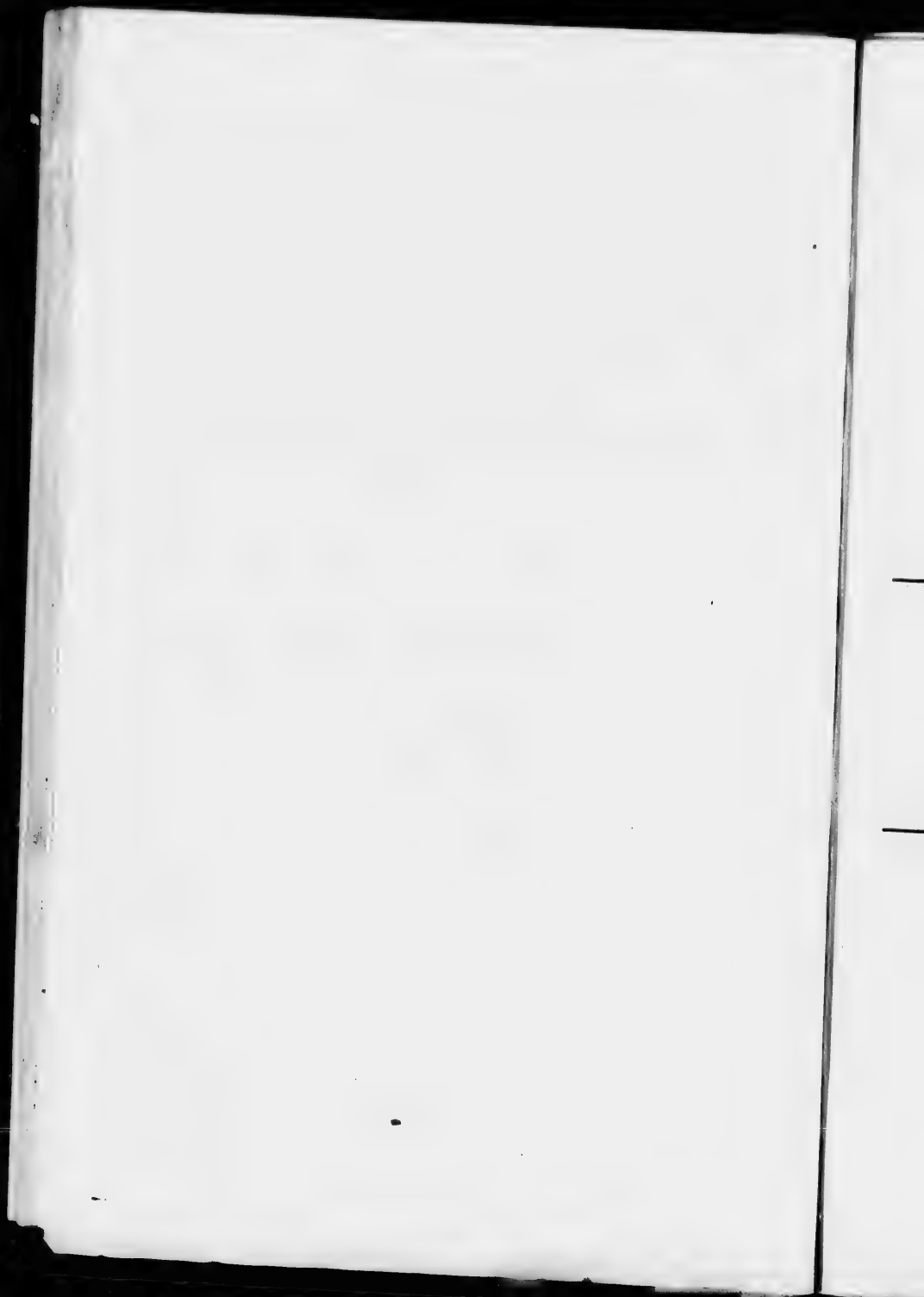
I have the honor to be,

Your obedient Servant,

December 31st, 1873.

BENJ. R. STEVENSON.





APPENDIX.

- I. ACT TO PROVIDE, &c.
 - II. MR. SHIVES' REPORT.
 - III. MR. SHIRREFF'S REPORT.
-

An

Sec.
1 Th
2 G
1
3 Lo
4 Fr
5 Lo
6 La
7 Ap
8 W
9 Lot

Bo

1

proce

2.

apart

and c

3.

on su

settle

4.

this A

5.

herei

land v

publis

form a

the Su

6.

under,

unarric

two or

ing tw

7. I

such pe

estate, t

is of the

for the

use and

disposin

8. N

thereun

lowing s

A

S

NEW BRUNSWICK.

An Act to provide for Free Grants to Actual Settlers on Crown Lands:

Sec.	Sec.
1 Title of Act.	11 What trees cut on lots may be seized.
2 Governor, &c., to set apart certain tracts of Crown Lands.	12 Rights of locatee with regard to land.
3 Lots of 100 acres each to be laid off for actual settlers.	13 Heirs of locatee dying intestate.
4 Free Grants, to whom made.	14 When lands not liable for debts of locatee or his heirs.
5 Location tickets, to whom issued.	15 Lands not exempt from rates.
6 Land assigned to each person.	16 Buildings may be erected for temporary accommodation.
7 Applicant for land to make affidavit.	17 Temporary buildings, how disposed of.
8 When grant shall issue.	18 Agents to make regulations, how appointed.
9 Lot forfeited, what claim for improvements allowed.	

Passed 11th April, 1872.

Be it enacted by the Lieutenant Governor, Legislative Council, and Assembly, as follows:

1 This Act shall be called "The Free Grants Act 1872," and may be so cited in all acts of proceedings whatsoever.

2. The Lieutenant Governor in Council is hereby authorised and empowered to select and set apart certain tracts of the Crown Lands in this Province suitable for settlement and cultivation, and cause public roads to be made to and through the same when selected.

3. Such tracts shall be surveyed and laid off into lots of one hundred acres each, having a front on such roads: and the said lands so selected, surveyed, and laid off, shall be reserved for actual settlers.

4. Free grants of such lots may be made to such persons as may become actual settlers under this Act, and the regulations from time to time made under the authority thereof.

5. The person to whom any land may be assigned or allotted under the provisions of this Act (hereinafter called the Locatee) for a free grant thereof, shall be considered as located for said land within the meaning of this Act, so soon as the approval of his application therefor shall be published in the "Royal Gazette" of this Province; and upon such publication, a certificate in such form as may be prescribed, to be called a "Location Ticket," shall be issued to the applicant by the Surveyor General, a record of which shall be kept in the Crown Land Office.

6. No person shall be allotted or assigned any land under this Act, or any regulations thereunder, unless such persons shall be of the age of eighteen years or upwards; nor shall any unmarried person be assigned any greater quantity than one hundred acres; married persons having two or more children under the age of eighteen years may be assigned any quantity not exceeding two hundred acres.

7. Before any person shall be allotted or assigned any land under the provisions of this Act such person shall make affidavit, to be deposited in the Crown Land Office, that he has no real estate, that he has not been assigned or allotted any land under the provisions of this Act, that he is of the age of eighteen years and upwards, and that such land is desired for his own benefit, and for the purpose of actual settlement and cultivation, and not either directly or indirectly for the use and benefit of any other person or persons whatsoever, and not for the purpose of obtaining or disposing of any of the trees growing thereon before he obtains permission therefor.

8. No grant shall issue for any land allotted or assigned under this Act, or any regulation made thereunder, until the applicant or those claiming under him shall have performed each of the following settlement duties or conditions, viz.:—The locatee shall

First.—Commence chopping, clearing and improving on the lot assigned to him within one month after publication of his approval.

Secondly.—Build within one year from such publication a house thereon, fit for habitation of not less dimensions than sixteen feet by twenty, and shall chop down and cultivate not less than three acres by sowing or planting the same.

Thirdly.—Chop down, cultivate and clear not less than ten acres within three years from such publication, and shall each year actually and continuously cultivate all the land chopped down during such three years.

Fourthly.—Reside actually and continuously upon such land for the term of three years next succeeding such publication, and thence up to the issue of the grant, except that absence during the months of July, August, January, February and March in any year, shall not be held to be a cessation of such residence, provided such land be cultivated as aforesaid.

On failure in the performance of any of the settlement conditions and duties in this Section mentioned, the Location Ticket shall be forfeited, and all right of the locatee, or any one claiming under him in the land, shall cease.

9. No claim for improvement by a locatee whose lot is forfeited shall be allowed, except for buildings, the reasonable value of which shall for two years be a charge upon the lot, and shall be paid for by any other applicant within that time, before such lot shall be located to such applicant.

10. All trees growing or being upon any lots so assigned as aforesaid, shall be considered as reserved from the said location, and shall be the property of Her Majesty, except that the locatee, or those claiming under him, may cut and use such trees as may be necessary for the purpose of building, fencing, or fuel, on the land so allotted, and may also cut and dispose of all trees actually required to be removed in *bona fide* clearing said land for cultivation; and no trees except for necessary building, fencing and fuel as aforesaid, shall be cut beyond the limit of such actual clearing before the issuing of the grant, unless license for cutting the same be obtained; and such license may be obtained by the locatee after compliance with settlement conditions numbers one and two, upon such terms as may be prescribed by the Lieutenant Governor in Council; but any trees cut except as aforesaid, without such license, may be seized and forfeited in like manner as trees cut without license upon ungranted Crown Lands.

11. Any locatee, or any person claiming under him, may maintain an action of trespass for any injury done to the land so located to him, or his interest therein, while entitled to possession thereof under the provisions of this Act; but nothing herein contained shall be construed to interfere with the rights of the Crown to seize any trees cut in violation of the provisions of this Act, or any regulation made thereunder.

12. If the locatee die intestate before the issue of the grant, all his right and interest to such lands shall vest in his widow if he leave one him surviving, but if not, then in his heirs.

13. Neither the locatee, nor any one claiming under him, shall have power to alienate otherwise than by devise, or to mortgage or pledge any land located as aforesaid, or any right or interest therein, before the issue of the grant; and no land located as aforesaid, nor any interest therein, shall in any event before the issue of the grant thereof, be or become liable to the satisfaction of any debt or liability contracted by the locatee, his widow, heirs, or devisees.

14. Nothing in this Act contained shall be construed to exempt any such land from levy or sale for rates and taxes now or hereafter legally imposed upon the locatee thereof, or any person claiming the same under him.

15. The Lieutenant Governor in Council may cause to be erected on any tract selected under the second Section of this Act, a building suitable for the temporary accommodation of any immigrants that it may be deemed advisable to colonize on any such tract, such building to serve as a residence for such immigrants until they build houses for themselves, upon lots to be located to them under the provisions of this Act, and may aid any locatee under this Act in chopping and clearing his lot, by an appropriation of not exceeding fifteen dollars, so soon as he shall have chopped down and piled for burning two acres thereof; but no immigrant shall be entitled to reside in such temporary residence for a longer period than fifteen months.

16. So soon as such building shall, in the opinion of the Lieutenant Governor in Council, have served the purpose for which it is to be erected, it may, together with the one hundred acre lot on which it stands, be granted to the Trustees of the School District in which it is situated, in trust for the benefit of the Schools of the District, or other public purposes.

17. The Lieutenant Governor in Council is hereby authorized to appoint any agents, and to make any regulations necessary to carry out the provisions of this Act.

AN ACT IN ADDITION TO "THE FREE GRANTS ACT 1873."

Passed 14th April, 1873.

Be it enacted by the Lieutenant Governor, Legislative Council, and Assembly,—

That whenever any Association of not less than ten persons, each of whom has resided more than one year in this Province, shall make application to the Lieutenant Governor in Council, declaring their intention of becoming actual settlers under "The Free Grants Act 1872," each associate shall have a lot located to him in any tract set apart under the provisions of the said Act; and each locatee, in addition to the fifteen dollars payable as provided in the fifteenth section of the said Act, shall be paid fifteen dollars as soon as he shall have complied with the second subsection of section eight of the said Act.

REGULATIONS UNDER "THE FREE GRANTS ACT 1872."

1. Whenever any Association of not less than ten persons, either residents of the Province or non-residents, shall make application, declaring their intention of becoming actual settlers under "The Free Grants Act 1872," each associate shall have a lot located to him in any tract set apart under the provisions of the Act. And so soon as such Association shall have chopped down, piled and burned two acres on each lot so assigned them, each Locatee shall be paid fifteen dollars and the roads shall then be made to and through the lots so located.
2. The Surveyor General shall prepare the necessary forms of Petition, Certificates, &c., to carry out the provisions of the above Act, and furnish them to all persons who may apply for them.

Tracts of Crown Land in the Province of New Brunswick, which have been surveyed and are set apart and reserved for Settlement under "The Free Grants Act 1872."

ACRES.

RESTIGOUCHE.

- 10,000 In the Balmoral Settlement, 10 miles S. W. from Dalhousie.
5,000 In the Colebrooke Settlement, 5 miles S. W. from Campbellton.

GLOUCESTER.

- 4,000 In the Madiaco Settlement, 10 miles N. W. from Bathurst.
2,000 In the Louisa and Rosehill Settlements, 10 miles W. from Bathurst.
10,000 In Pacquetville, between Poemouche and Tracadie Rivers.
10,000 North of Little Tracadie River.

NORTHUMBERLAND.

- 5,000 On the Intercolonial Railway, 6 miles N. from Newcastle.
6,000 On the Intercolonial Railway, Barnaby's River.

KENNEDY.

- 15,000 In the Rhomboid and Girouard Settlements, 6 miles W. from the MacLaughlin Road.
11,660 In Acadieville on Kouchibouguac River, below the Intercolonial Railway.
5,200 In Caie Settlement, South of Intercolonial Railway.

SUNBURY.

- 4,000 In Peltoma Settlement, W. Oromocto River, 12 miles from Fredericton Junction.
3,980 On Brown Ridge, Pishegan River, S. of Fredericton Junction.

YORK.

- 5,000 In Peltoma Settlement, 30 miles S. W. from Fredericton (Oromocto Lake).

CARLETON.

- 10,000 In Knowlesville, Aberdeen, 80 miles above Woodstock.
15,000 In Glassville, N. of Knowlesville.
15,000 In Johnville, N. of Glassville.
6,800 On heads of the S. W. Miramichi River, E. of Glassville.

VICTORIA.

- | VICTORIA. | |
|-----------|--|
| 10,000 | In St. Leonard's, above Grand Falls. |
| 10,000 | On Sisson Ridge, Tobique, 23 miles up. |
| 10,000 | On N. side of Green River, in Saint Basff. |
| 5,000 | On Baker Brook, Madawaska. |
| 5,000 | On Grand River. |
| 5,000 | On St. Francis' Settlement. |
| 4,000 | In Riceville, 5 miles from Edmondston. |
| 4,000 | On Rockway, 6 miles from Edmondston and "Emigrant" tract, Restigouche. |

196,430

Hellerup, S. of Salmon River; Kincardine, S. of Tobique River, are especially reserved for the Danish, Stonehaven and Scotch Settlements.

Memo.—Other tracts will be surveyed, and set apart under the Act, from time to time, as circumstances may require.

FORM OF PETITION.

To His Excellency the Lieutenant Governor of the Province of New Brunswick, &c., &c., &c.

THE PETITION of the undersigned, of the County of

HUMBLY SHEWETH.—

That each of your Petitioners is upwards of eighteen years of age, that he has no real estate, that he has no interest in any Land under the "Labour Act" so called, in this Province, that he has not been assigned or allotted any Land under the provisions of "The Free Grants Act 1872." That he is *bona fide* desirous of becoming an actual Settler, and of obtaining an allotment under that Act, in—

[Here describe the Tract.]

That such allotment is desired for his own benefit, and for the purpose of actual Settlement and cultivation, and not either directly or indirectly for the use or benefit of any other person or persons whatsoever, and not for the purpose of obtaining or disposing of any of the trees growing thereon before he obtains permission therefor.

Your Petitioners therefore pray Your Excellency's approval of this Petition.
 And as in duty bound, will ever pray.

Dated

day of

, A. D. 18

[illegible]

Be it remembered, that before me, _____, one of Her Majesty's Justices
of the Peace in and for the County of _____, personally appeared the within
named applicants, and severally made oath that the statements set forth in the within Petition were
true.

Dated this

day of

, A. D. 18

Approved in Council, Nov. 4, 1872.

T
I
mme
of th

Nati
Male
Fema
Boys
Girls
Male
Fema
Fema
Boys
Males
Fema
Boys,
Girls,
Males
Fema
Black:
Basket
Baker
Butch
Carpent
Carrieff
Confect
Drapery
Enginee
Fishmer
Farmer
Farm-l
Groom
Grocer
Leav

MR. SHIVES' REPORT.

GOVERNMENT IMMIGRATION OFFICE.

St. John, December 4th, 1873.

SIR,—

I have the honor to transmit for the information of His Honor, the Lieutenant Governor, a statement of the operations at this office, and the number of immigrants arrived during the past season; as well as their sexes, nationalities, and callings.

IMMIGRATION OF 1873.

Total number of Immigrants by way of the St. Lawrence.	Total number of Immigrants directly by Dominion ports.	Numbers remaining within the limits of this Agency.	Numbers sent to other Agencies for settlement.	Total number by way of the United States.
10.	1067.	262.	867.	43.

NATIONALITIES.				
Natives of Scotland,	.....	.....	.....	636
" " Denmark,	.....	.....	.....	340
" " England,	.....	.....	.....	196
" " Ireland,	.....	.....	.....	49
" " Sweden,	.....	.....	.....	7
" " Norway,	.....	.....	.....	1
				1129

SEXES.				
Males Native of Scotland,	.....	.....	.....	227
Females, " "	.....	.....	.....	147
Boys, between 1 and 15,	.....	.....	.....	123
Girls, " " "	.....	.....	.....	95
Male infants	.....	.....	.....	23
Female " "	.....	.....	.....	21
Males, Natives of Denmark,	.....	.....	.....	135
Females, " " "	.....	.....	.....	55
Boys, between 1 and 15,	.....	.....	.....	30
Girls, " " "	.....	.....	.....	20
Males, Natives of England,	.....	.....	.....	88
Females, " " "	.....	.....	.....	42
Boys between 1 and 15,	.....	.....	.....	37
Girls, " " "	.....	.....	.....	29
Males, Natives of Ireland,	.....	.....	.....	27
Females, " " "	.....	.....	.....	9
Boys, between 1 and 15,	.....	.....	.....	9
Girls, " " "	.....	.....	.....	4
Males, Natives of Sweden,	.....	.....	.....	7
Females " " Norway,	.....	.....	.....	1
				1129

TRADES AND CALLINGS.				
Black-smiths,	.....	6	Hatters,	.....
Basket-makers,	.....	1	Masons,	.....
Bakers,	.....	2	Machinists,	.....
Butchers,	.....	1	Tailors,	.....
Carpenters,	.....	14	Tinsmiths,	.....
Carriers,	.....	5	Seamen,	.....
Confectioners	.....	1	Printers,	.....
Drapers,	.....	10	Painters,	.....
Engineers,	.....	2	Saddlers,	.....
Fishermen,	.....	2	Shoemakers,	.....
Farmers,	.....	125	Spinners,	.....
Farm-laborers,	.....	131	Teachers,	.....
Grooms,	.....	4		
Grocers,	.....	4		
				349

Leaving 133 to be rated as ordinary laborers.

Owing to the depressed state of business in the United States, large numbers of Canadians have returned to the Province; as well as others, natives of the Old Country who had come out to New York and Boston, and not finding employment, have entered the Province. The number may be estimated to be about 500. During the season of 1872, the whole number of arrivals, which came under the supervision of the Officer at this Port, was 802, for the season just closed, 1,129; making an increase of 327.

The general health of the immigrants was good. On board the s.s. "Castalia" of the Anchor Line, which vessel brought out the Scottish immigrants for New Kincardine, one birth occurred; and one birth on board the Royal Mail Steamer "Hibernian," which brought out the Danish immigrants. Three Danish children died while in the Depot at the Barracks; and one man, one woman, and three children Danes—were sent to the Hospital, ill of fever. As soon they recovered they were forwarded to the settlement.

The Riviere du Loup Railway, commencing at St. Mary's, which is now open for traffic for a distance of seventy-one miles, and which is being pushed forward to completion will pass within a short distance of the settlements of Johnville, Glassville, New Kincardine, and New Hellerup; and will no doubt, add greatly to their progress by forming a ready means of access to markets, as well as continuous railway communication with all parts of the Dominion.

I regret that it has not been in my power to make a personal visit to the settlements. I feel satisfied that could I have done so, I would then have been prepared, from actual observations, to convey to those applying at this office more detailed and satisfactory information in relation to the progress and prospects of these settlements.

The first arrival of any considerable number of immigrants was on the 19th April, when 100 Danish settlers who came out to Halifax in the "Hibernian," landed here; and the next, on the 10th May, was the steamer "Castalia," of the Anchor Line, direct, with 546 Scotch, of whom 506 were for the New Kincardine Colony, including men, women, and children.

Owing to the backwardness of the season, it was not deemed prudent to forward the Danish people to the settlement. A wing of the barracks was fitted up for their accommodation, and where during their stay in the city, they were comfortably housed. They remained in the city a few weeks, the men meanwhile being employed on the Water Works, and earning good wages. On the 21st of May, they embarked on board the steamer "Fawn," and were conveyed to their new home in the settlement. They were a fine body of people, healthy, strong, industrious, and orderly. The Scotch settlers, a body of people that the country might well be proud of, were forwarded to New Kincardine immediately on arrival, and by the same route as that taken by the Danes, and all arrived without accident, and in good health at their new homes. The kindness which these people met with from the community generally, and the care and attention bestowed on them by the Government of the Province, has made a most favorable impression; and it is confidently hoped that their success, will be the means of attracting from years to years, a steady influx of settlers to this section of the Dominion.

I have the honor to be Sir,

Your very Obedient Servant.

Signed.

ROBERT SHIVES,
Immigration Officer.

HON. BENJAMIN R. STEVENSON,
Surveyor General,
Fredericton.

the Danish people, and where in the city a few good wages. On their new homes, and orderly. were forwarded to Danes, and all such these people on them by the confidently hoped of settlers to

6th December, 1878.

Your obedient servant,

Immigration Agent.

Frederickton, N. H.

50. Remaining within the line

Boy 15 years.

INDEX

Transport,	8
Maintenance, &c.,	9

*384 48

Between Bartholomew's River, near McLaggan's, and Dungarvon River. This tract contains about 10,000 acres, and there is now an excellent wagon road through from river to river. The other tract is between Barnaby's River and Bay du Vin River—commencing on the line of Intercolonial Railway, about 12 miles from bridge, on South side Miramichi River—and extending East and West railway. This tract contains also about 10,000 acres of excellent land. I would

recommend the survey of say about 5,000 acres on this tract. There are also several other tracts of good lands in this and other Counties on North Shore.

"The New Brunswick Free Grants Act of 1872" commends itself to everyone, not only the immigrants, but persons belonging to the Province, viz:—

The head of a family, having two or more children, can get 200 acres; unmarried persons, over 18 years, can get 100 acres. The conditions are—

1st.—To commence chopping and clearing in a month after approval.

2nd.—Building a house in a year fit for habitation, not less than sixteen by twenty feet, and sowing and planting three acres.

3rd.—To clear ten acres in three years, and continuously cultivate all chopped.

4th.—Actual settlement for three years, excepting the months of July, August, January, February, March, in each year, and the Government will cause roads to be made through the lands so laid off and settled.

As per above statement, we have had an actual increase in our population in the shape of intelligent, industrious, clearly and evidently a better class of immigrants than we usually see, and taken in a whole, I believe they will be a gain to the County, while they no doubt will be benefitted themselves in proportion as they are industrious, plenty evidence of which they will see for themselves, as they will fall in with those who came among us in no better circumstances (certainly not as good as offered by Local Government at present) who are now comfortable and doing well.

Our climate in winter is clear and cold, but it is to be preferred to the milder winters of the United States or Great Britain, as it has been proved to be much healthier, and, although our springs may be late, and our winter set in earlier than some other parts, yet the summer is all that can be desired. Vegetation is very rapid, and sure, and we never hear of our farmers losing their crops by frost or failure, to ripen in season.

Perhaps it would not be out of place to suggest that, as a large number of vessels come to this and other ports on the North Shore, in ballast, direct from Liverpool, Belfast, Cardiff, Bristol and Glasgow, a passage agent might be appointed in each of these places, in whose hands a small handbook with map, description of the country, &c., might be placed for distribution. I feel satisfied such action would have a beneficial effect. The cost per head to the Government of transportation would be less by these vessels, and the immigrants would land direct at the port they propose to locate, and they would arrive early in May or June of each year, in sufficient time to commence farm work, while those who intended to remain in the Towns, would arrive at the commencement of the busy season, and would get work immediately upon landing.

During the shipping season there is plenty of employment for more laborers and mechanics than we have, while on the Public Works there is at all times a scarcity of laborers; so should the immigrant, who intends to settle on a farm and make a homestead for his family, arrive too late in the season for that purpose, he can be sure of employment till another season arrives for farming.

I also think it would be advisable to authorize your agent for the North Shore to advertise that a register of application would be kept, so that upon the arrival of parties in this district they might be at once forwarded to the applicants. A large number of agriculturists, laborers, house-servants and others, might be placed by this means.

The prompt settlement of immigrants in their new homes would have the effect, no doubt, or causing them to write themselves to their friends of their bettered circumstances, thereby inducing many to immigrate who would not listen, or listen with doubts, to any other description or inducements that might be held out to them, no matter how favorable they might be.

Laborers and mechanics are in demand at all parts on the North Shore of New Brunswick, and a very large number of servant-maids would be readily engaged.

The fishing business on the North Shore gives employment to a very large number of its inhabitants, and is no mean item in our exports.

In a word, there is civil and religious liberty for all, and a good living, if not actual wealth, for the honest, industrious artisan, farmer or laborer at the North Shore of New Brunswick.

I have the honor to remain,

Your obedient servant,

A. D. SHIRREFF,

New Brunswick Immigration Agent for North Shore.

To HON. B. R. STEVENSON,

Surveyor General.

Fredericton, N. B.

REPORT—CONTENTS.

Title Page,	1
Recapitulation of Operations,	2
The Danish Colonists,	4
The Scotch Colonists,	5
Sketch of their Departure and Embarkation,	6
Voyage in the "Castalia,"	7
Arrival in St. John, ...	10
Reception by the St. Andrew's Society,	11
The "David Weston" and her passengers,	12
Reception in Fredericton, ...	13
The "Olive" and her passengers; Oration of Rev. George J. Chie,	15
Landing of the Immigrants at their Destination,	18
The Danes, ...	19
Progress of the Scotch Colony,	21
Hellerup and Stonehaven revisited	23
Enumeration of the Scotch Immigrants,	24
The Danish Immigration	27
Immigration Prospects for 1874	28
The North Shore Colony—Letter to Mr. Potts, ...	30
The Kincardineshire Colony—Letter to Mr. Troup,	33
Second Letter to Mr. Potts, ...	35
New Brunswick Immigration Pamphlet,	37
Free Grants,	45
Immigration to Canada,	46
Extract from Mr. Provencher's Report,	46
Conclusion, ...	48

APPENDIX.

The Free Grants Act,	58
Mr. Shives' Report, ...	57
Mr. Shirreff's Report	59

CORRECTIONS.

On page 3, third line from bottom, for colonists read "colonist; on page 5, second paragraph from foot, insert "them" after "getting," and on the last line in same page insert the word "and" before "self-sacrificing." On page 12, third paragraph from bottom, insert "the" before "people;" page 14, near the top for "assuming" read "assuring;" page 21, for "a clearing" in middle of page read "the clearing," etc.; page 23, at foot of third paragraph, for "large" read "large;" page 25, under head of schools, for "was soon made" read "were soon made;" page 26, third paragraph, for "farming slipshod" read "Farmer Slipshod" and for "new land" read "Newlands;" and near foot of same page for "first of the labor" read "fruits of the labor;" page 27, for "control" after the name of Capt. Heller, read "contract;" page 29, the concluding words of the last line should read as follows:—"But if at the expiring of these years the borrower be unable," etc.; page 30, the date "1st September, 1873," forms part of the document first quoted on this page; page 31, for "Dr. Sadler" read "Deputy Sadler" and insert "I" before "would" in last line but one of the official letter; page 32, near top, for "be flat" read "lie flat," and near bottom for "his track" read "this track," and on last line of same paragraph of same page for "words" read "boards;" page 35, second line from foot, for "by all other lines" read "to" all other lines; page 48, second paragraph from top, for "an" read "and" before "immediate effect." Inverted commas should be placed before paragraph beginning "I believe," in first line of concluding paragraph of same page, for "with keeping" read "in the keeping," and on third line from foot after "Government," instead of a period, insert a comma.